SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

146

To Take Effect Sunday, September 27, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager

R. L. RUBY,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

W. L. HACK,
Superintendent

EASTWARD

Time Table No. 146

September 27, 1931

Eastward inferior trains may run ahead of No. 24 Reno to Sparks.

Capacity of Sidings in Car Lengths	THIRD CLASS						FIRST CLASS						Distance from San Francisco	STATIONS		
	280	276	270	308	306	262	22	28	20	534	24	10				
	Freight	Freight	Freight	Local Freight	Local Freight	Freight	Passenger	San Francisco Overland Limited	Pacific Limited	MOTOR	Tonopah Express	Mail and Express				
	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Term. Yard BKTWOPY	9.00 PM	4.00 PM	12.30 PM		4.00 AM	3.00 AM	11.10 PM	10.50 PM	3.15 PM	11.20 AM		1.25 AM	106.6	TO-R ROSEVILLE 4.0	A. B. S.	No. 2 Track
Yard P					4.15 AM		f		f 3.25 PM	s 11.30 AM			110.6	TO ROCKLIN 4.9		
65					See Page 3		11.27	11.06	See Page 3	See Page 3		1.41	115.5	LINCOLN AV., PENRYN 4.7		
84 WP	9.40	4.40	1.10		6.50 AM	3.40	s 11.40	11.15	s 4.00 PM	s 12.05 PM		1.50	120.2	TO NEWCASTLE 4.0		
78 WP					7.50		s 11.52 PM	11.23	s 4.12	s 12.20		1.58	124.2	AUBURN, NEVADA ST. 4.9		
68 P					8.20		12.03 AM	11.32	4.22	f 12.35		2.07	129.1	BOWMAN 2.3		
P										f 12.42			131.4	CLIPPER GAP 2.9		
78 PW					9.05		12.13	11.41	4.31	f 12.50		2.16	134.3	EAST APPLEGATE 3.4		
75 P					9.30		12.20	11.47 PM	f 4.38	s 1.00		2.22	137.7	N. E. MILLS 4.0		
Yard YPWBK	10.30	5.50	2.00	7.00 AM	9.55 AM	4.30	s 12.45	12.01 AM	s 4.55	s 1.10 PM		2.35	141.7	TO-R COLFAX 4.3		
60 P							1.00	12.13	5.09			2.48	146.0	CAPE HORN 6.2		
125 PWOY	11.15 PM	6.45	2.45	8.15		5.15	f 1.18	12.28	f 5.26			3.02	152.2	TO GOLD RUN 1.9		
6 P Spur							s		s				154.1	DUTCH FLAT 1.9		
4 P Spur							s		s				156.0	ALTA 0.8		
5 Spur PW				9.00			s 1.42	12.43	s 5.48			3.17	156.8	TO TOWLE 2.8		
									s				159.6	AMERICAN 1.1		
75 P				9.30			1.58	12.57	f 6.06			3.31	160.7	MIDAS 4.1		
78 WP	**1.10** AM	9.00	5.00	10.00		7.30	2.14	**1.10**	6.21			3.45	164.8	KNAPP 0.7		
Yard PTW				10.10			f		f				165.5 166.6	BLUE CANON 5.2		
86 IPTW				11.50 AM			f 2.35	1.27	f 6.41			4.02	171.8	TO EMIGRANT GAP 6.1	A. T. C.	
82 PW	2.20	9.40	5.50	12.25 PM		8.20	2.53	1.42	f 6.58			4.18	177.9	CRYSTAL LAKE 2.4		
PWT				1.30			f 3.00		f 7.06				180.3	CISCO 5.2		
67 PW				2.05			3.17	1.59	7.19			4.37	185.5	TROY 4.9		
P				2.30			f		f				190.4	SODA SPRINGS 1.6		
130 PTWBI	3.00	11.00 PM	7.00	3.05		9.30	s 3.37	2.14	s 7.35			4.54	192.0	TO NORDEN 4.3		
													196.3 197.7	EDER 2.9		
PT				3.50									200.6	ANDOVER 2.3		
72 PW				4.05			4.00	2.34	7.55			5.14	202.9	STANFORD 5.1	A. B. S.	
Yard PWTYOBK	**4.30**	12.20 AM	**8.10**	4.20 PM		10.50 AM	s **4.30**	2.45	s **8.10**			f 5.30	208.0	TO-R TRUCKEE 8.3		
P							f 4.53	3.02	f 8.30			5.47	216.3	BOCA 1.8		
99 P							4.58	3.06	8.34			5.51	218.1	HINTON 4.3		
68 PW							f 5.08	3.14	f 8.43			5.59	222.4	FLORISTON 6.1		
No Siding WP													228.5	CALVADA 3.9		
131 P	**6.17**	1.30	9.35			12.10 PM	f 5.35	3.32	f 9.03			**6.17**	232.4	TO VERDI 10.5		
Yard P							s 6.00 6.20	s 3.55	s 9.25 9.40		8.25 PM	s 6.40 6.55	242.9	RENO 2.6		
Yard							s 6.30		s 9.50		s 8.35		245.5	SPARKS (PASS. STA.) 0.7		
Term. Yard OWTBK	7.15 AM	2.35 AM	10.45 PM			1.05 PM	s 6.35 AM	s 4.10 AM	s 9.55 PM		s 8.40 PM	s 7.10 AM	246.2	TO-R SPARKS (DSP.OFF.)		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.1)		
	(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(9.20) 7.12	(5.55) 5.93	(10.05) 13.60	(7.25) 18.47	(5.20) 25.70	(6.40) 20.57	(1.50) 19.15	(0.15) 13.20	(5.45) 23.83		..........Time over District ....Average Speed per Hour		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Smart	Discharge		
22	Farad Union Mills	Receive	Reno	
534	Roseville High School	Receive		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20	Magra, Forebay Yuba Pass Tamarack Union Mills Farad Fleish Lawton			

Eastward trains using siding at Clipper Gap must back through crossover near east end.

Additional Stations:

Lander, 139.0
Magra, 148.5
Forebay, 163.0
Smart, 173.3
Yuba Pass, 176.1
Tamarack, 183.7
Spruce, 187.8
Polaris, 211.1
Union Mills, 213.5
Prosser Creek, 215.0
Iceland, 220.9
Wickes, 221.5
Farad, 224.7
Fleish, 229.8
Mogul, 235.8
Lawton, 237.1

EASTWARD					Time Table No. 146			WESTWARD							
					September 27, 1931			FIRST CLASS					THIRD CLASS		
306	20	534					Distance from Sparks	19	21	9	27	535	307	305	Capacity of Sidings in Car Lengths
Local Freight	Pacific Limited	MOTOR						Pacific Limited	Passenger	Fast Mail	San Francisco Overland Limited	MOTOR	Local Freight	Local Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	
				TO-R	ROSEVILLE	4.0	138.9	s 1.28 PM	s 3.40 AM	s 3.55 AM	s 4.25 AM	s 8.12 AM		3.00 PM	Term. Yard TOWYPBK
4.15 AM	f 3.25 PM	s 11.30 AM		TO	ROCKLIN	3.3	134.9	s 1.20	f 3.33			s 8.05			P Yard
4.30 5.20	s 3.35	s 11.40		TO	LOOMIS	2.7	131.6	s 1.12	f 3.26	3.41	4.08	s 7.57			P 94
6.10 6.30	f 3.45	s 11.50 AM		TO	PENRYN	3.0	128.9	s 1.04	f 3.19			s 7.50			P 51
6.50 AM	s 4.00 PM	s 12.05 PM		TO	NEWCASTLE	4.0	125.9	s **12.55**	s 3.11	3.27	3.53	s 7.42		**12.55**	WP 58
					FLINT	0.9	121.9								P 73
				TO	AUBURN	3.9	121.0	s 12.40	s 2.58	3.15	3.40	s 7.29		12.20 PM	WP 50
					BOWMAN	2.5	117.1	f 12.29	2.47	3.06	3.31	s 7.18		11.30 AM	P 73
					CLIPPER GAP	3.0	114.6	f				f 7.12			P 58
			A. B. S.		WEST APPLEGATE	3.2	111.6	f 12.17	f 2.36	2.54	3.19	f 7.05		10.30	P 51
					N. E. MILLS	5.0	108.4	f 12.08 PM	2.28	2.47	3.12	s 6.58			Spur P 57
				TO-R	COLFAX	4.3	103.4	s 11.55 AM	s 2.15	f 2.35	3.00	6.45 AM	2.00 PM	9.10 AM	YWPBK Yard
					CAPE HORN	6.2	99.1	f 11.37	2.02	2.21	2.44				P 62
				TO	GOLD RUN	1.9	92.9	f 11.23	f 1.48	2.07	2.30		1.00		WOYP 65
					DUTCH FLAT	2.7	91.0	f	f						SPUR P 6
				TO	TOWLE	2.8	88.3	f 11.10	f 1.37	1.56	2.18				WP Spur 5
					AMERICAN	1.1	85.5	s							
					MIDAS	4.1	84.4	f 10.55	1.27	1.46	2.07		12.05 PM		P 75
					KNAPP	0.7	80.3	10.43	f 1.17	1.36	1.56		11.40 AM		P 78
			No. 1 Track		BLUE CANON	5.2	79.6	f	f						PTW
				TO	EMIGRANT GAP	4.3	74.4	f 10.27	f 1.01	1.22	1.41				WPI 80
					YUBA PASS	2.2	70.1	10.16	f 12.50	1.12	1.30				Summer 69 P
					CRYSTAL LAKE	2.0	67.9	f **10.10**	12.45	1.07	1.25		**10.10**		PW 82
					CISCO	5.5	65.9	f 10.05	f						PT
					TROY	4.9	60.4	f 9.52	12.27	12.52	1.09				PW 56 Summer 68
			A. T. C.		SODA SPRINGS	1.3	55.5	s 9.40	f						P
				TO	NORDEN	1.0	54.2	s 9.35	f 12.10 AM	12.36	12.52		8.00		IPTBW 79
					SUMMIT	3.2	53.2	9.30							P (Upper) 56 (Lower) 71
					DONNER	1.5	50.0	f 9.20	11.57 PM	12.24	12.40				P 91
					EDER	2.9	48.5								
					ANDOVER	2.3	45.6	f 9.06							PT
					STANFORD	5.1	43.3	8.59	11.39	12.08 AM	12.23				WP 72
				TO-R	TRUCKEE	8.3	38.2 38.0	s 8.45	s 11.25	s 11.55 PM	12.10 AM		6.35 AM		Yard PWTYOBK
					BOCA	1.8	29.7	f 8.22	f 10.52	11.36	11.47 PM				P 53
					HINTON	4.3	27.9	8.17	10.47	11.32	11.41				P 64
					FLORISTON	6.0	23.6	f 8.10	s 10.40	11.26	11.33				P
			A. B. S.		CALVADA	3.9	17.6								WP
				TO	VERDI	10.4	13.7	f 7.50	f 10.20	11.08	11.15				P 131
					RENO	2.6	3.3	7.30 s 7.10	10.00 s 9.45	10.50 s 10.37	s 10.55				Yard P
					SPARKS (PSGR. STA.)	0.7	0.7	s 7.00	s						Yard
				TO-R	SPARKS (DSP. OFF.)		0.0	6.55 AM	9.30 PM	10.25 PM	10.40 PM				Term. Yard OWTBPK
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(138.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	
					Time over District Average Speed per Hour			(6.33) 21.21	(6.10) 22.55	(5.30) 25.25	(5.45) 24.15	(1.27) 24.48	(7.25) 8.70	(5.50) 6.09	

The above schedules are shown only for information and have no time-table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

EASTWARD				Time Table No. 146			WESTWARD
FIRST CLASS				September 27, 1931			SECOND CLASS
Capacity of Sidings in Car Lengths	152	Distance from San Francisco				Distance from Lake Tahoe	153
	Mixed			Lake Tahoe Branch			Mixed
	Leave Daily			STATIONS			Arrive Daily
Term. Yard	6.45 AM	208.0	TO-R	TRUCKEE	4.1	14.7	s 10.30 PM
	f	212.1		HEADLAND	1.5	10.6	f
	f 7.00	213.6		DENVALE	0.1	9.1	f 10.15
	f	213.7		McPHETRES	1.0	9.0	f
18 P	f 7.04	214.7		BIG CHIEF	1.0	8.0	f 10.10
	f	215.7		BULLS HEAD	1.0	7.0	f
	f 7.10	216.7		SQUAW CREEK	0.9	6.0	f 10.04
	f	217.6		OLD ROAD	0.9	5.1	f
	f 7.15	218.5		DEER PARK	2.0	4.2	f 9.58
	f 7.21	220.5		RAMPART	1.5	2.2	f 9.52
	f	222.0		MOSS HILLS	0.7	0.7	f
Term. Yard PK	s 7.30 AM	222.7	TO-R	LAKE TAHOE		0.0	9.45 PM
	Arrive Daily			(14.7)			Leave Daily
	(0.45) 19.60			Time over District Average Speed per Hour			(0.45) 19.60

Water at Mystic on No. 1 track only.

Westward passenger trains from Sparks should take water at Truckee in preference to other water stations.

Additional Stations:

Lawton, 237.1.
Mogul, 235.7.
Fleish, 229.8.
Farad, 224.7.
Wickes, 221.5.
Iceland, 220.9.
Prosser Creek, 215.0.
Union Mills, 213.5.
Polaris, 211.1.
Spruce, 187.8.
Tamarack, 183.7.
Smart, 173.3.
Forebay, 163.4.
Alta, 156.0.
Magra, 148.5.
Lander, 139.0.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
535	Roseville High School	Discharge		
27	Any Station	Discharge		Cheyenne
21	Any Station	Discharge		Sparks
19 and 21	Lawton Fleish Farad Union Mills Spruce Smart Forebay Alta Magra			
19	Any Station	Discharge		East of Reno

EASTWARD

Time Table No. 146

September 27, 1931

Capacity of Sidings in Car Lengths	THIRD CLASS					FIRST CLASS											Distance from San Francisco	
	228	252	230	224	222	18	54	16	22	28	20	534	42	44	10	8		
	Local Freight	Local Freight	Local Freight	Local Freight	Freight	Cascade	Motor	West Coast	Passenger	San Francisco Overland Limited	Pacific Limited	MOTOR	Motor	Passenger	Mail and Express	Shasta		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
Term. Yard BKWOTYPI					8.40AM				10.30PM	10.10PM	2.35PM	10.40AM	10.35AM	1.20AM	12.45AM		88.8	TO-R SACRAMENTO 3.0
Yard IYP					8.55				10.37	10.17	2.42	f 10.48	10.42	1.27	12.52		91.8	ELVAS 1.7
Yard PW											f	f	f				93.5	SWANSTON 1.4
South 92 Yard P Center 86									10.43	10.22	2.47	f 10.55	10.47	1.32	12.57		94.9	BENALI 7.9
60 Yard P									10.54	10.33	2.58	s 11.07	s 10.58	1.43	1.08		102.8	ANTELOPE 3.8
Term. Yard BKOPTWY			5.30AM		10.00AM				s 11.03PM	s 10.42PM	s 3.07PM	s 11.20AM	s 11.08	s 1.55	s 1.17AM		106.6	TO-R ROSEVILLE 6.2
111 P			**5.45**										f 11.17	2.07			112.8	WHITNEY 4.2
134 PW			6.30										s 11.24	s 2.15			117.0	TO LINCOLN 4.0
38 P													f				121.0	EWING 1.1
106 P			6.45										**11.31**	2.22			122.1	BROCK 2.7
32													s 11.35	f			124.8	SHERIDAN 3.3
138 PW			7.15										s **11.40**	s 2.35			128.1	TO WHEATLAND 6.1
101 P			7.35										f 11.48AM	2.45			134.2	OSTROM 5.6
																	139.8	DANTONI JCT. 1.0
Yard BKIYOWP			8.45										s 12.01PM	s 2.55 3.10			140.8	TO-R MARYSVILLE 1.0
																	141.8	W. P. R. R. Crossing 2.9
112 WP			9.00										f 12.07	3.17			144.7	BERG 3.0
43													f 12.12	3.22			147.7	LOMO 2.1
13													f				149.8	SUNSET 1.7
54 IP			**9.55**										s 12.19	f **3.30**			151.5	TO LIVE OAK S. N. R. R. Crossing 6.5
108 P			10.30										s 12.30	s 3.40			158.0	TO GRIDLEY 3.4
49 WP			11.00										s 12.37	s 3.50			161.4	TO BIGGS 6.0
49 P			11.20										s 12.46	s 4.01			167.4	TO RICHVALE 4.1
97 P			11.35										f 12.52	s 4.09			171.5	NELSON 6.6
96 P			11.55AM										s **1.02**	s 4.22			178.1	TO DURHAM 6.1
Yard BKYWOP	12.01PM		**12.30PM**										s 1.15	s 4.35 4.55			184.2	S. N. R. R. Crossing TO-R CHICO 7.1
29 P													f 1.25	5.05			191.3	NORD 2.3
122 P	12.35												f **1.34**	5.09			193.6	ANITA 2.4
16													f 1.39				196.0	CANA 7.0
130 WP	**1.20**												s 1.50	f 5.22			203.0	TO VINA 1.6
15													f				204.6	COPELAND 5.1
48 P	1.50												s 2.00	f 5.33			209.7	TO LOS MOLINOS 2.0
120 PY	2.00	1.10PM		2.00AM		11.12PM	10.37PM	2.17PM					s 2.05PM	s 5.42		1.32AM	211.7	TO-R TEHAMA 2.1
Term. Yard BKWOPY	2.10PM	1.20PM		2.10AM		s 11.19PM	s 10.45PM	s 2.25PM						s 5.50AM		s 1.40AM	213.8	TO-R GERBER
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(125.0)
	(2.09) 13.76	(0.10) 12.60	(7.00) 11.09	(0.10) 12.60	(1.20) 13.35	(0.07) 18.00	(0.08) 15.75	(0.08) 15.75	(0.33) 32.36	(0.32) 33.38	(0.32) 33.38	(0.40) 26.70	(3.30) 35.71	(4.30) 27.77	(0.32) 33.38	(0.08) 15.75		........Time over District ....Average Speed per Hour

No. 2 Track

A. B. S.

Schedule time and train orders will apply at the Junction Switch at Tehama.

Eastward trains, when taking siding at Marysville, will use crossover just west of west water column.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20 534	Walerga			
42	Gimbal Bohemia			
16	Any Station	Receive	Klamath Falls	
8	Any Station	Receive	Black Butte	

Additional Stations:

Walerga, 99.4	Sullivan, 146.4	Gimbal, 189.1
Clayton, 118.4	Fagan, 155.9	Soto, 198.3
Jester, 126.0	Riceton, 164.1	Ensign, 207.1
Rupert Spur, 138.9	Faulkner, 181.9	Bohemia, 208.0
Binney Junction Tower, 141.8		

Time Table No. 146

September 27, 1931

WESTWARD

No. 1 Track

A. B. S.

STATIONS	Distance from Gerber	FIRST CLASS										THIRD CLASS							
		21	9	27	7	53	535	19	15	17	43	237	229	239	227	251	241	243	319
		Passenger	Fast Mail	San Francisco Overland Limited	Shasta	MOTOR	MOTOR	Pacific Limited	West Coast	Cascade	Passenger	Freight	Local Freight	Freight	Local Freight	Local Freight	Freight	Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SACRAMENTO 3.0	125.0	s 4.20AM	s 4.35AM	s 5.05AM			s 8.55AM	s 2.10PM	s 5.05PM		s 1.50AM								5.30PM
ELVAS 1.7	122.0	4.11	4.26	4.56			8.45	2.02	4.57		1.41								5.20
SWANSTON 1.4	120.3						f	f											
BENALI 7.9	118.9	4.06	4.21	4.51			f 8.38	1.56	4.42		1.36								
ANTELOPE 3.8	111.0	3.55	4.10	4.40			s 8.26	1.45	4.31		1.25								
TO-R ROSEVILLE 6.2	107.2	3.45AM	4.00AM	4.30AM			8.15AM	1.35PM	s 4.20		s 1.15	6.15AM	1.30PM	12.35PM			5.00PM	12.35AM	4.40PM
WHITNEY 4.2	101.0								4.08		1.03	**5.45**	1.10	12.01PM				12.01AM	
TO LINCOLN 4.0	96.8								s **4.00**		s 12.55	5.30		11.50AM			**4.00**	11.50PM	
EWING 1.1	92.8																		
BROCK 2.7	91.7								3.51		12.42	5.10	12.15PM	**11.31**			3.40	11.30	
SHERIDAN 3.3	89.0								s 3.46										
TO WHEATLAND 6.1	85.7								s 3.40		s 12.32	4.50	**11.40AM**				3.20	11.10	
OSTROM 5.6	79.6								3.30		12.21	4.30	11.15	10.55			3.05	10.45	
DANTONI JCT. 1.0	74.0																		
TO-R MARYSVILLE 1.0	73.0								s 3.20		s 12.10AM	4.10	11.00	10.30			2.45	10.30	
W. P. R. R. Crossing 2.9	72.0																		
BERG 3.0	69.1								3.04		11.49PM	3.45	10.25	10.10			2.20	10.15	
LOMO 2.1	66.1								3.00		11.45								
SUNSET 1.7	64.0																		
TO LIVE OAK S. N. R. R. Crossing 6.5	62.3								s 2.55		s 11.40	**3.30**	**9.55**	**9.55**			1.50		
TO GRIDLEY 3.4	55.8								s 2.45		s 11.30	3.05	9.20	9.40			1.35	9.45	
TO BIGGS 6.0	52.4								s 2.37		s 11.20	2.55	8.40	9.30			1.25		
TO RICHVALE 4.1	46.4								s 2.28		s 11.13		7.55						
NELSON 6.6	42.3								f 2.22		s 11.07	2.30	7.35	9.10				9.00	
TO DURHAM 6.1	35.7								s 2.11		s 10.56	2.15	7.15	8.55			**1.02**	8.45	
S. N. R. R. Crossing TO-R CHICO 7.1	29.6								s 2.00		10.45 s 10.37	2.00	7.00AM	8.40	10.00AM		**12.30PM**	8.30	
NORD 2.3	22.5								f 1.39		10.25								
ANITA 2.4	20.2								**1.34**		10.20	1.30		7.50	9.30		11.59AM	7.30	
CANA 7.0	17.8								1.30		10.15								
TO VINA 1.6	10.8								s **1.20**		f 10.04	1.10		7.30	9.00		11.30	7.10	
COPELAND 5.1	9.2																		
TO LOS MOLINOS 2.0	4.1								s 1.10		f 9.52				8.30				
TO-R TEHAMA 2.1	2.1				4.22AM	s 6.16AM			s 1.05	1.52PM	f 9.47	12.40		7.05	8.10	10.40AM	11.10	6.50	
TO-R GERBER	0.0				4.15AM	6.10AM			12.58PM	1.45PM	9.40PM	12.30AM		6.55AM	8.00AM	10.30AM	11.00AM	6.35PM	
(125.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average speed per hour		(0.35) 30.51	(0.35) 30.51	(0.35) 30.51	(0.07) 18.00	(0.06) 21.00	(0.40) 26.70	(0.35) 30.51	(4.07) 30.36	(0.07) 18.00	(4.10) 30.00	(5.45) 18.64	(6.30) 11.94	(5.40) 18.72	(2.00) 14.80	(0.10) 12.60	(6.00) 17.86	(6.00) 17.86	(0.50) 21.36

Schedule time and train orders will apply at the Junction Switch at Tehama.

Additional Stations:

Walerga, 99.4	Riceton, 164.1
Clayton, 118.4	Faulkner, 181.9
Jester, 126.0	Gimbal, 189.1
Rupert Spur, 138.9	Soto, 198.3
Binney Junction Tower, 141.8	Ensign, 207.1
Sullivan, 146.4	Bohemia, 208.0
Fagan, 155.9	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
43 15	Any Station	Discharge		Lincoln
535	Walerga			
7	Any Station	Discharge		Black Butte
17	Tehama	Discharge		Klamath Falls

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS			SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 146 September 27, 1931	Distance from Tehama	FIRST CLASS				SECOND CLASS	THIRD CLASS	
	224	232	252	128	8	18	54	16				7	53	17	41	131	233	251
	Local Freight	Mixed	Local Freight	Mixed	Shasta	Cascade	Motor	West Coast				Shasta	Passenger	Cascade	Motor	MIXED	Mixed	Local Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS** A. B. S.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Term. Yard IWYP	7.00PM	4.00AM	3.45AM		10.55PM	8.54PM	7.20PM	11.05AM	75.6	TO-R DAVIS 5.1	110.7	s 7.00AM	s 9.45AM	s 4.15PM	s 5.20PM		11.00AM	5.00PM
100 P	7.15				11.02	9.01	f 7.29	11.13	80.7	MERRITT 2.5	105.6	6.50	f 9.35	4.08	f 5.11			4.45
17							f		83.2	MULLEN 1.7	103.1		f		f			
BKIPW Yard 107	7.35	4.20AM	4.15		f 11.13	9.08	s 7.40	s 11.25	84.9	TO-R WOODLAND S. N. R. R. Crossing 5.0	101.4	s 6.43	s 9.25	4.03	s 5.05		10.40AM	4.30
25 P	**7.50**		5.00		11.20	9.14	s **7.50**	11.33	89.9	TO YOLO 5.9	96.4	6.31	s 9.12	3.52	f 4.55			4.10
29 P					11.27	9.21	s 8.00	11.41	95.8	TO ZAMORA 2.2	90.5	6.23	s 9.01	**3.45**	f 4.48			**3.45**
17 P							f		98.0	BRETONA 5.2	88.3		f		f			
36 WP	8.30		**6.14**		11.35	9.29	s 8.12	11.50	103.2	TO DUNNIGAN 3.2	83.1	**6.14**	s 8.48	3.37	f 4.39			3.20
40 P							f 8.17		106.4	HERSHEY 1.9	79.9		f		f			
118 119 YP					11.41	9.35	f	11.57AM	108.3	HARRINGTON 5.2	78.0	6.08	s 8.36	3.31	f 4.31			
44 P	9.15		6.50		11.48	9.41	s 8.30	s 12.05PM	113.5	TO ARBUCKLE 4.1	72.8	6.02	s 8.25	3.25	s 4.24			2.50
30 PW	9.30				11.53PM	9.46	f 8.36	12.12	117.6	GENEVRA 0.9	68.7	5.56	f 8.17	3.20	f 4.16			2.35
11							f		118.5	MACY 5.7	67.8		f		f			
50 P			**8.08**		12.01AM	9.53	s 8.48	s 12.23	124.2	TO WILLIAMS 4.9	62.1	5.48	s **8.08**	3.12	s 4.07			2.20
45 P	**9.58**		8.55		12.07	**9.58**	f 8.55	12.30	129.1	CORTENA 3.6	57.2	5.42	f 7.58	3.06	f 3.57			
59 WP					12.11	10.02	s 9.02	s 12.37	133.0	TO MAXWELL 5.3	53.3	5.37	s 7.52	3.01	s 3.51			1.55
39 P	10.20		9.20		12.17	10.08	f 9.09	12.44	138.3	DELAVAN 3.8	48.0	5.30	f 7.42	2.54	f 3.42			
34					12.22	10.13	f 9.15	12.50	142.1	NORMAN 2.2	44.2		f		f			
31 P							f 9.19	12.54	144.3	LOGANDALE 5.6	42.0	5.22	f 7.33	2.46	f 3.33			
64 BKWOYP	11.00PM		10.00		f 12.35	10.25	s 9.35	s **1.10**	149.9	TO-R WILLOWS 3.3	36.4	s 5.15	s 7.25	2.39	s 3.25			**1.10PM**
10							f		153.2	LYMAN 3.6	33.1		f		f			
44 P	12.01AM		10.25		12.44	10.33	f 9.45	1.20	156.8	TO ARTOIS 3.9	29.5	5.04	s 7.09	2.30	f 3.11			
50					12.48	10.37	f 9.50	1.25	160.7	GRAPIT 1.3	25.6	5.00	f 7.02	2.26	f 3.05			
33 P							f		162.0	GREENWOOD 3.4	24.3		f		f			
Yard 41 KPW	12.50		11.30	4.40AM	f 12.57	10.43	s 10.00	s 1.35	165.4	TO-R ORLAND 1.6	20.9	4.52	s 6.55	2.20	s 2.58	s 4.25PM		11.55AM
Yard 39 PY			**11.45AM**	4.50AM			f		167.0	WYO 2.0	19.3	4.48	f 6.48	2.17	f	4.20PM		**11.45**
11							f		169.0	MALTON 4.4	17.3		f		f			
26 P					1.09	10.52	f 10.11	1.47	173.4	KIRKWOOD 5.1	12.9	4.40	f 6.38	2.09	f 2.40			
47 P	**1.19**		12.35PM		**1.19**	10.59	s 10.20	s **2.03**	178.5	TO CORNING 3.1	7.8	4.34	s 6.30	**2.03**	s 2.32			11.15
44 P					1.24	11.04	f 10.27	2.09	181.6	RICHFIELD 4.7	4.7	4.29	s 6.23	1.58	f 2.25			
120 YP	2.00AM		1.10PM		1.32AM	11.12PM	s 10.37PM	s **2.17PM**	186.3	TO-R TEHAMA	0.0	4.22AM	6.16AM	1.52PM	**2.17PM**			10.40AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(7.00) 15.81	(0.20) 27.90	(9.25) 10.98	(0.10) 9.60	(2.37) 42.30	(2.18) 48.85	(3.17) 33.72	(3.12) 34.60		Time over District Average Speed per Hour		(2.38) 42.04	(3.29) 31.78	(2.23) 46.45	(3.03) 36.29	(0.05) 19.20	(0.20) 27.90	(6.20) 17.48

Schedule time and train orders will apply at the Junction Switch at Tehama.

At Woodland, the Woodland-Oroville main track originates at east switch of siding, located 150 feet east of cattle guard 85-A.

Trains to and from Knights Landing must use Woodland siding.

West end of Harrington siding west of crossover is the westward siding and east end east of crossover is the eastward siding; Junction switch located at crossover.

Track 2 of the two tracks paralleling the main track at Wyo is the siding.

Additional Stations:

Elvaton, 89.2	Delphos, 126.8
Dufour, 92.1	Riz, 146.0
Ronda, 93.7	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Any Station Harrington	Receive Discharge	Klamath Falls	Davis or West
18	Any Station	Receive	Klamath Falls, or beyond	
54	Elvaton Dufour Ronda	Receive or Discharge		
53 41	Dufour Ronda			
7	Orland Willows Williams	Receive	Points train is scheduled to stop.	
7	Any Station	Discharge		Black Butte
8	Any Station	Receive	Black Butte	

EASTWARD

Time Table No. 146

September 27, 1931

Knights Landing and Oroville Branches

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Oroville	FIRST CLASS		THIRD CLASS	
	232	234									233	235
	Mixed	Mixed									Mixed	Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
IBKPW Yard 107	4.20 AM				84.9	TO-R	WOODLAND 2.3	63.3			s 10.30 AM	
16	f				87.2		GARIC 0.5	61.0			f	
23	f				87.7		PEART 2.4	60.5			f	
19	f				90.1		CURTIS 3.9	58.1			f	
25 P	s 5.00				94.0	TO	KNIGHTS LANDING 2.5	54.2			s 10.00	
P	f				96.5	R	GRACE S. P. Crossing 0.9	51.7			f	
2 Spur	f				97.4		BYPASS 7.8	50.8			f	
65	f				105.2		CHANDLER 2.3	43.0			f	
29	f 5.35				107.5		MARCUSE 4.2	40.7			f 9.20	
19 W	f				111.7		TUDOR 1.0	36.5			f	
8	f				112.7		ABBOTT 3.4	35.5			f	
31	f				116.1		OSWALD 1.9	32.1			f	
43	f				118.0		BOGUE 2.7	30.2			f	
19 PI	s 6.15				120.7		YUBA CITY S. N. R. R. Crossing 1.4 W. P. R. R. Crossing	27.5			s 8.45	
Yard WPYOIBK					122.1		E STREET, MARYSVILLE 0.6	26.1				
19	s 6.30 AM	7.30 AM			122.7	TO-R	MARYSVILLE 8.3	25.5			8.30 AM	s 11.00 AM
15 P		s			131.0		RAMIREZ 4.3	17.2				s
14		s 8.00			135.3		HONCUT 6.6	12.9				s 10.25
35 P		f			141.9		HEARST 0.9	6.3				f
27		s 8.25			142.8		PALERMO 2.5	5.4				s 9.55
Yard WTPK		f			145.3		VILLA VERONA 2.9	2.9				f
		s 8.45 AM			148.2	TO-R	OROVILLE	0.0				9.30 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					(63.3)				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.10) 17.45	(1.15) 20.40					..........Time over District.......... ....Average Speed per Hour..........				(2.00) 18.90	(1.30) 17.00

At Woodland, the Woodland-Oroville main track ends at east switch to siding, located 150 feet east of cattle guard 85-A.

Trains to and from Woodland-Oroville line will use Woodland siding. Normal position of east switch is for Woodland-Oroville line.

Normal position of switch of the Woodland-Oroville main track at Marysville is for Yuba City.

Additional Stations:

Laugenour, 89.4
Saccarus, 89.7
Coranco, 92.4
Cunard, 96.1
Vernon, 98.7
Coulter, 101.8
Lee, 102.7
Wilson, 109.2
Messick, 114.5
Binney Junction Tower, 122.7
Mello, 126.5
Mission, 131.8
Coxlane, 139.2
Baggett, 146.5

Additional Flag Stops to Receive or Discharge Passengers:
Nos. 232, 233, 234 and 235
Laugenour
Saccarus
Coranco
Cunard
Vernon
Coulter
Lee
Wilson
Messick
Mello
Mission
Coxlane and
Baggett

EASTWARD

Time Table No. 146

September 27, 1931

Placerville Branch

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Placerville	FIRST CLASS	THIRD CLASS
	264	162					161	265
	Local Freight	Motor					Motor	Local Freight
	Leave Mon. Wed., Fri.	Leave Daily					Arrive Daily	Arrive Tues., Thurs., Sat.
WOTYPBK	5.30 AM	3.00 PM	88.8	TO-R	SACRAMENTO 0.5	59.9	s 9.20 AM	12.15 PM
Yard	Via Elvas	Via Elvas	89.3		S. N. R. R. Crossing 0.3	59.4	Via Elvas	Via Elvas
			89.6		JCT. SWITCH, R STREET 0.1	59.1		
			89.7		S. N. R. R. Crossing Western Pacific Crossing 0.5	59.0		
			90.2		Central California Traction Crossing 0.6	58.5		
			90.8		Western Pacific Crossing 1.2	57.9		
			92.0		S. N. R. R. Crossing 0.3	56.7		
			92.3		HOMESTEAD 2.4	56.4		
89 WP	5.50	s 3.17	94.7	R	BRIGHTON 1.2	54.0	s 9.03	11.50 AM
29	5.55	s 3.20	95.9		PERKINS 1.6	52.8	s 9.01	11.40
9		f	97.5		MANLOVE 1.4	51.2	f	
81	6.05	f 3.25	98.9		MAYHEW 1.8	49.8	f 8.54	11.25
8		f	100.7		ROUTIER 0.9	48.0	f	
22	6.20	s 3.31	101.6	TO	MILLS 1.8	47.1	s 8.48	11.15
35	6.30	f 3.35	103.4		MATHER 1.0	45.3	f 8.44	11.05
35 P	6.50	s 3.38	104.4	R	CITRUS 3.0	44.3	s 8.42 8.27	11.00
18		f 3.44	107.4		NIMBUS 0.9	41.3	8.20	10.15
31	7.17	f	108.3		ALDER CREEK 1.8	40.4	f 8.17	
25		s 3.50	110.1		NATOMA 1.0	38.6	s 8.13	10.00
25 WY	**8.10**	s 3.55	111.1	TO-R	FOLSOM 6.9	37.6	s **8.10**	9.50
9	9.25	f 4.13	118.0		WHITE ROCK 8.1	30.7	f 7.54	9.10
15	10.20	f 4.34	126.1		LATROBE 5.3	22.6	f 7.36	8.35
6	10.50	f 4.50	131.4		DUGAN 5.5	17.3	f 7.24	8.10
27 W	11.45 AM	s 5.05	136.9		SHINGLE SPRINGS 5.8	11.8	s 7.10	7.45
32	12.30 PM	s 5.23	142.7		EL DORADO 2.3	6.0	s 6.55	7.20
23	12.45	s 5.31	145.0	TO	DIAMOND SPRINGS 3.7	3.7	s 6.50	7.05
Yard WTK	1.00 PM	s 5.40 PM	148.7	TO-R	PLACERVILLE	0.0	6.40 AM	6.50 AM
	Arrive Mon. Wed., Fri.	Arrive Daily			(59.9)		Leave Daily	Leave Tues., Thurs. & Sat.
	(7.30) 7.98	(2.40) 22.46			..........Time over District.......... ....Average Speed per Hour..........		(2.40) 22.46	(5.25) 11.06

EASTWARD

Time Table No. 146

September 27, 1931

Fair Oaks Branch

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Fair Oaks	SECOND CLASS	FOURTH CLASS
			164					165	
			Fair Oaks Motor					Fair Oaks Motor	
			Leave Daily					Arrive Daily	
35 P			8.28 AM	104.4	R	CITRUS 1.9	1.9	s 8.41 AM	
Yard 15 P			s 8.33 AM	106.3	TO-R	FAIR OAKS	0.0	8.35 AM	
			Arrive Daily			(1.9)		Leave Daily	
			(0.05) 22.80			..........Time over District.......... ....Average Speed per hour..........		(0.06) 19.00	

Additional Stations

Ramona, 95.5
Brown, 97.0
Alden, 98.0
Bradshaw, 99.8
Boyd, 100.3
Soudan, 103.7
Salsbury, 105.2
Nagle, 111.3
Prattrock, 111.4
Malby, 119.4
Harvey, 121.7
Cothrin, 123.1
Flonellis, 127.6
Swift, 127.8
Brela, 128.1
Brandon, 129.8
Bullard, 131.7
Bennett, 134.0
Cummings, 140.4
Apex, 147.7

Additional Flag Stops to Receive or Discharge Passengers:
Nos. 161 and 162
Brown
Malby
Harvey
Bradshaw
Salsbury
Alden
Prattrock
Ramona
Soudan
Cothrin
Flonellis
Brela
Brandon
Bullard
Bennett
Cummings
and Apex

EASTWARD				Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths	FIRST CLASS 130 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Colusa Branch STATIONS	Distance from Wyo	FIRST CLASS 129 Mixed Arrive Daily Ex. Sunday
Yard PY	12.01 PM	108.3	R	HARRINGTON	72.1	s 8.30 AM
				4.0		
40	f	112.3		COLLEGE CITY	68.1	f
				3.7		
33	f	116.0		GRAINO	64.4	f
				4.8		
101 W	s 12.35	120.8	TO	GRIMES	59.6	s 7.55
				3.6		
30	f	124.4		SYCAMORE	56.0	f
				4.4		
35	f	128.8		DOLAN	51.6	f
				4.2		
97	s 1.20	133.0	TO	COLUSA	47.4	s 7.20
				10.2		
50	f	143.2		STEGEMAN	37.2	f
				2.7		
39 W	s 2.00	145.9		PRINCETON	34.5	s 6.30
				4.5		
33	s 2.20	150.4		CODORA	30.0	s 6.15
				5.2		
64	f	155.6		GLENN	24.8	f
				6.5		
40	f	162.1		ORDBEND	18.3	f
				3.8		
33	f	165.9		ROTAVELE	14.5	f
				4.1		
84 W	s 3.40	170.0	TO	HAMILTON	10.4	s 5.20
				10.4		
42 PY	s 4.20 PM	180.4		WYO	0.0	4.50 AM
	Arrive Daily Ex. Sunday			(72.1)		Leave Daily Ex. Sunday
	(4.19) 16.64			Time over District Average Speed per Hour		(3.40) 19.67

Additional Stations: Oak Flat 125.4, Denco 137.0, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.

Additional Flag Stops to Receive or Discharge Passengers: Nos. 129 and 130, at road-crossing 300 feet west of M.P. 139, 148f, Denco, Moda, Nadine Spur and Cory.

EASTWARD			Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco	Dantoni Branch STATIONS	Distance from Dantoni Jct.	
		139.8	DANTONI JCT.	4.4	
			3.2		
7		143.0	LINDA	1.2	
			1.2		
17		144.2	DANTONI	0.0	
			(4.4)		

EASTWARD				Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths	SECOND CLASS 266 Mixed Leave Fri. Only	Distance from San Francisco		Fruto Branch STATIONS	Distance from Fruto	THIRD CLASS 267 Mixed Arrive Fri. Only
64 WOYBKP	6.00 AM	149.9	TO-R	WILLOWS	17.0	s 8.45 AM
				2.4		
7 Spur	f	152.3		LOSA	14.6	f
				3.5		
20	f 6.25	155.8		KURAND	11.1	f 8.20
				3.8		
10	f 6.42	159.6		MILLSHOLM	7.3	f 8.03
				4.0		
9	f 7.00	163.6		ATHENA	3.3	f 7.45
				3.3		
19 PT	s 7.15 AM	166.9	R	FRUTO	0.0	7.30 AM
	Arrive Fri. Only			(17.0)		Leave Fri. Only
	(1.15) 13.60			Time over District Average Speed per Hour		(1.15) 13.60

EASTWARD				Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		Sutter Basin Branch STATIONS	Distance from Josephine	
P		96.5	R	GRACE	20.8	
				0.4		
30 P		96.9		MARCHANT	20.4	
				1.5		
33		98.4		MACKERT	18.9	
				2.0		
39 WP		100.4		ROBBINS	16.9	
				1.3		
33 P		101.7		SEYMOUR	15.6	
				3.4		
55 P		105.1		SUBACO	12.2	
				2.1		
33		107.2		PELGER	10.1	
				2.1		
55 P		109.3		EVERGLADE	8.0	
				1.9		
51 P		111.2		HINSDALE	6.1	
				0.6		
YP		111.8		SHEFFIELD	5.5	
				1.5		
44		113.3		TISDALE	4.0	
				1.9		
15 (Spur)		115.2		PROGRESS	2.1	
				2.1		
24 35 (Spur)		117.3		JOSEPHINE	0.0	
				(20.8)		
				Time over District Average Speed per Hour		

EASTWARD			Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco	Sutter Basin Branch STATIONS	Distance from Karnak	
30 P		96.9	MARCHANT	2.5	
			0.7		
26		97.6	ENSLEY	1.8	
			1.8		
5 P		99.4	KARNAK	0.0	
			(2.5)		
			Time over District Average Speed per Hour		

3600, 3700, 4100, 4300 or 5000 class engines must not be operated between Dantoni Junction and Dantoni.

EASTWARD			Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco	River Farms Branch STATIONS	Distance from Boyer	
		93.5	KNIGHTS LDG. JCT.	13.8	
			2.8		
Spur 16		96.3	EASTHAM	11.0	
			2.9		
22		99.2	AYRSHIRE	8.1	
			3.2		
Spur 68		102.4	TYNDALL	4.9	
			3.7		
19Y		106.1	JIMENO	1.2	
			1.2		
Spur 14		107.3	BOYER	0.0	
			0.9		
			END OF TRACK		
			(13.8)		

Trains must not exceed 20 miles per hour between Knights Landing Junction and End of Track.

EASTWARD				Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths	FIRST CLASS 532 Mixed Leave Daily	Distance from San Francisco		Walnut Grove Branch STATIONS	Distance from Isleton	SECOND CLASS 533 Mixed Arrive Daily
Term. Yard WOTYPBK	8.30 AM	88.8	TO-R	SACRAMENTO	32.4	s 5.55 PM
				0.5		
Yard		89.3		S. N. R. R. Crossing	31.9	
				0.3		
Yard P	8.35	89.6		JCT. SWITCH, R STREET	31.6	5.50
				2.2		
Yard	f 8.42	91.8		BATHS	29.4	f 5.43
				2.4		
60	f 8.50	94.2		DEL RIO	27.0	f 5.35
				3.3		
60	f 9.00	97.5		FREEPORT	23.7	f 5.25
				7.8		
60 P	s 9.25	105.3		HOOD	17.3	s 5.00
				4.0		
55	f 9.38	107.9		LAMBERT	13.3	f 4.47
				3.3		
44	f	111.2		MOFUBA	10.0	f
				2.2		
Yard 61 PWY	s 9.55	113.4	TO	WALNUT GROVE	7.8	s 4.30
				7.8		
Yard PWBY	s 10.30 AM	121.2	TO-R	ISLETON	0.0	4.00 PM
	Arrive Daily			(32.4)		Leave Daily
	(2.00) 16.20			Time over District Average Speed per Hour		(1.55) 16.90

Additional Flag Stops to Receive or Discharge Passengers: Nos. 532 and 533 at Front and M Street, Sacramento, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

Additional Stations: Charles Mile Post 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke 112.6.

EASTWARD				Time Table No. 146 September 27, 1931	WESTWARD	
Capacity of Sidings in Car Lengths	FIRST CLASS 600 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Stirling City Branch STATIONS	Distance from Stirling City	SECOND CLASS 601 Mixed Arrive Daily Ex. Sunday
Yard OYWBKP	6.00 AM	184.2	TO-R	CHICO	31.2	s 12.50 PM
				2.4		
		186.6		S. N. R. R. Crossing	28.8	
				2.7		
	f	189.3		DREDGE	26.1	f
				3.3		
18	f 6.35	192.6		CROUCH	22.8	s 12.15 PM
				5.6		
21 WP	s 7.05	198.2		PARADISE	17.2	s 11.45 AM
				5.0		
12	s 7.30	203.2		MAGALIA	12.2	s 11.15
				3.0		
3 P	s 7.50	206.2		APPLETON	9.2	s 10.55
				3.8		
10 (Spur) WP	s 8.10	210.0		DOON	5.4	s 10.30
				5.4		
PY Yard	s 8.40 AM	215.4	TO-R	STIRLING CITY	0.0	10.00 AM
	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday
	(2.40) 11.70			Time over District Average Speed per Hour		(2.50) 11.01

Additional Flag Stops to Receive or Discharge Passengers: Barber (Chico yard). Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.

Additional Stations: Barber 185.1. Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

Emergency water supply, Stirling City.

SACRAMENTO YARD—OUTBOUND, VIA ELVAS

SACRAMENTO YARD—INBOUND, VIA ELVAS

Time Table No. 146

September 27, 1931

	THIRD CLASS	FIRST CLASS							FIRST CLASS					THIRD CLASS
Terminal Yard	264	15	162	31	Distance from San Francisco		STATIONS	Distance from End of Division	210	161	16	32	38	265
	Local Freight	West Coast	Motor	Passenger					Sacramento	Motor	West Coast	Passenger	Passenger	Local Freight
	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.
Yard		5.45PM	3.00PM	8.20AM	88.8	Interlocking A. B. S.	TO-R SACRAMENTO (Passenger Station)	7.0	s 6.50AM	s 9.20AM	s 10.05AM	s 1.00PM	s 9.15PM	
							1.0							
Yard	5.30AM				89.8		TO-R SACRAMENTO (12th Street)	6.0						12.15PM
							2.0							
Yard I	5.40	5.55	3.10	8.30	91.8		ELVAS	4.0	6.40	9.08	9.55	12.50	9.05	12.01PM
							3.0							
Yard I	5.50AM	6.00PM	s 3.17PM	f 8.35AM	94.8		BRIGHTON	1.0	f 6.35AM	9.03AM	9.50AM	f 12.45PM	f 9.00PM	11.50AM
							1.0							
I					95.8		END OF SAC'TO DIV.	0.0						
	Arrive Mon. Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(7.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.

Double Track

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.
Brighton is register station for scheduled trains to and from Placerville only.

SPECIAL INSTRUCTIONS

RULE 2. The following are designated Watch Inspectors:

San Francisco	S. A. Pope, Manager of Time Service, 65 Market St.		
Sacramento, H. T. Harger, 1022 "K" St.		Marysville	Frank G. Mooney
Roseville	H. T. Harger	Chico	J. R. Dupen
Sparks	Adams & Davidson Co.	Willows	Robt. E. Boyd
Oroville	O. W. Halstead	Placerville	Leo C. Burger

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 14 (d). As specified below four long one short sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Tehama Line.

RULE 14 (e). As specified below six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Gerber Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Tehama Line.
Oroville on Swayne Lumber Co. Logging Road.

RULE 19. Markers must be kept lighted on No. 2 track between Rocklin and Colfax and on Nos. 1 and 2 tracks Knapp and Truckee, at all hours.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE D-71 and RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Stockton Subdivision to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A). At the following stations, only the trains indicated will register.

Chico Willows Harrington	Trains originating and terminating.

Sacramento, 12th St.—Trains originating and terminating and eastward freight trains from Western Division.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Nos. 7, 8, 16, 17 and 18 at Woodland, Orland and Tehama.
Nos. 43, 44 and 15 at Tehama.
First-class trains Sacramento 12th Street, Roseville Yard Office, Colfax and Truckee.

First-class trains on Roseville-Gerber line, register at Roseville Passenger Station.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom will on return to the Junction register the same information as shown on register at station.

RULE 83 (D). Trains must obtain a clearance before leaving Marysville, Colfax, and Truckee, also at Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain a clearance at those stations.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Truckee, Colfax, Willows, Chico, Oroville, Isleton.
Emigrant Gap, Woodland, Orland, Folsom, Walnut Grove, Placerville.

SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point ¼ mile west of west switch Mikon to a point 1,000 feet west of west switch at Polk on Stockton Line, to a point 1,000 feet east of Junction switch Brighton on Placerville Line, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of junction switch on Roseville-Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

TAHOE YARD.—From a point 1,000 feet west of west switch Moss Hills.

MARYSVILLE YARD.—Between a point, 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 9,240 feet east of Binney Jct. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER YARD (Shasta Div.).—Between a point 80 feet east of east switch of house track at Tehama and a point on Shasta Division east of Gerber.

SPARKS YARD (Salt Lake Div.).—Between a point one and one-half miles west of Reno to a point 2,700 feet east of east switch at Sparks.

RULE D 97 (A). On double track between Sacramento and Sparks, trains may run extra moving with the current of traffic without running orders, but must obtain clearance before commencement of trip, if an operator is on duty.

DRAWBRIDGES AND RAILROAD CROSSINGS NOT INTERLOCKED

RULE 98.

Sacramento River at Knights Landing. Trains must not stop on drawbridge at Knights Landing.
Sacramento River at Tehama.

Southern Pacific trains will approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front Street, Sacramento and Southern Pacific yard engines switching on Front Street will stop before reaching the crossing at Front and M Streets and will proceed on hand signals from flagmen on the ground in the center of the crossing, flagman using a green flag by day and a green light by night.

Sacramento Northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing and will proceed on signal from the flagman in the center of the crossing, flagman using a yellow flag by day and a yellow light by night.

Trains and engines on "R" Street, Sacramento, will stop before crossing Sacramento Northern tracks at 31st and "R" Streets.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and cut-off at Dry Creek west of Roseville.

TRAIN AND AIR INSPECTION.

On grades retaining valves will be used as follows:

Norden to Truckee.

One retaining valve for every 120 Ms in train.

Norden to Yuba Pass

One retaining valve for every 140 Ms in train.

Yuba Pass to Loomis

One retaining valve for every 100 Ms in train.

Stirling City to Mile Post 188

One retaining valve for every 80 Ms in train.

Placerville Branch

From MP-148 to MP-146 and from MP-145 to MP-138 one retaining valve for every 120 Ms in train.

MP-136 to MP-130 and from MP-129 to MP-122, one retaining valve for every 140 Ms in train.

From MP-117 to MP-112, one retaining valve for every 150 Ms in train.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one sound of air signal.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

Freight trains and light engines, not equipped with tire coolers, except Mallets, on descending grade will make a stop of ten minutes between switches at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen inspect engine:

Andover: (During storms inspection will be made in shed at Andover.)
Truckee, Five minutes.
Summit. On No. 1 track.
Norden. On No. 2 track.
Troy.
Yuba Pass.
Midas.
Gold Run.
Colfax.
Flint (except westward freight trains that stop at Auburn, will inspect at Auburn instead of Flint.)
Latrobe.
Paradise.
Doon.
Crouch.

Passenger trains stop at Paradise five minutes to cool wheels.

Freight trains on descending grade, stop between switches at Knapp, five minutes to cool wheels.

Mallet engines running light on descending grades will make stop of sufficient length of time to inspect engine.

In valley open territory, freight trains will operate from one water stop to another without making stop for inspection, providing next stop is not greater than 50 miles apart.

Light engines descending grade that are equipped with tire coolers will stop at Emigrant Gap, Truckee, and Colfax for inspection.

At all points where freight trains stop for inspection between Roseville and Sparks, enginemen will drain water from main reservoirs on engines.

Westward passenger trains on No. 1 Track will make running test just before entering tunnel No. 6.

Standing air brake tests must be made at:

Summit	Westward freight trains.
Norden	Eastward and westward freight trains.
Stirling City	All trains.
Placerville	All trains.

This test must be made immediately before departure from Norden and Summit and engineers and conductors are responsible for brake pipe pressure throughout the train.

Westward freight trains will make brake pipe test at Truckee and Summit.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

The tonnage of freight trains between Summit and Loomis, must not exceed 100 M's per operative brake.

The tonnage of freight trains between Norden and Truckee must not exceed 120 M's per operative brake.

Emergency hose must be used on freight trains between Sparks and Roseville. Emergency hose will be handled by carmen at Sparks and Roseville, but must be applied and removed when necessary by trainmen at intermediate stations.

AUTOMATIC BLOCK SYSTEM

When signals 886, 888, 889, 890, 891, 892 and 893, in Sacramento yard, indicate "stop," train will not proceed until signal indicates "proceed" or hand signals are given by switch tender, green flag by day, green light by night. In foggy or stormy weather, flagman must precede train when signal indicates "stop." Signal 889, three indication dwarf signal, GREEN governs movement to passenger station, YELLOW governs movement through crossover to No. 1 yard track.

Three-arm block signal on No. 2 track at Junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signals govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for that track.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution not exceeding 12 miles an hour.

Signal arrangement west end Sparks yard will govern as follows: Signal 2452 on bridge governs main track movements on eastward main track. Dwarf signal 2452 on signal mast governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track. Light signal 2455 governs movement from engine lead to eastward main track.

SPECIAL SIGNALS

Light signals governing movement against current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, mile post 171.5.

When these signals indicate "stop," trains moving against current of traffic on No. 1 or No. 2 tracks Rule No. 509, single track, will apply.

Indication displayed by signals 2010, 2013, and 2015 Andover, Rule 504, Fig. 3, will not apply.

Top light GREEN and bottom light DARK, proceed except on diverging route.

Indication displayed by signal 1706 Emigrant Gap, Rule 504, Fig. 3 will not apply.

Top light GREEN and bottom light DARK, proceed except on diverging route.

Disc signals located at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light, proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:
M—Hold main track.
X—Take crossover for roundhouse.
3—Take No. 3 siding at crossover east of road crossing.
4—Take No. 4 siding at east switch.
No light—Proceed, on time table or train order authority.

Light signal at switchman's cabin opposite yard office Roseville. This signal to be used by switchmen to give proceed signal to westward freight trains off Sparks-Roseville line to enter yard. Indications as follows:
No light—Stop and stay clear of Yosemite Street crossing.
Yellow light—Proceed into yard.

When proceed signal is given the yellow light will alternately flash off and on.

Junction switch at Tehama will be normally lined for movements via Chico. Light Signal 2119 will govern Gerber-Roseville line. Light dwarf signal located on top of signal case of Signal 2119 will govern Tehama-Davis line. Normal indication of Signal 2116 will be "STOP." Trains from Tehama-Davis line will not pass Signal 2116 until junction switch is lined for Tehama-Davis line. Rule 509 applies.

INTERLOCKING

SACRAMENTO RIVER DRAWBRIDGE.—Extends eastward on No. 1 track to westward home signal three hundred fifty feet east of Front Street crossing and eastward on westward freight track to westward home signal three hundred fifty feet east of crossing.

Interlocking home light signal governing westward movements on No. 1 track at east end of bridge, equipped with number plate SA-887.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-five feet from crossing.

Trains, engines and cars approaching Front Street crossing or junction of freight tracks with No. 1 and No. 2 tracks, will be governed by hand signal from switchtender, using green flag by day and green light by night.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Limits extend from interlocking home signal 400 feet west of tower to dwarf signal 250 feet east of tower.

Yard engines wishing to use industry spurs will give following signal from push button located on home signal 400 feet west of crossing.
To Valley Grocery spur—one short, two long.
To Bekins spur—one long, one short, one long.

ELVAS—Limits on Sacramento-Roseville line extend from interlocking home signal 1400 feet west of tower to automatic home Signal 924.

On Elvas-Polk line extend to interlocking home light signal at west switch to siding at Polk and to home interlocking light signal 600 feet east of Junction switch to Placerville line.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator:
American Can Company spur switch and derail. Derail is electrically locked.
Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Crossover, center siding Elvas to westward track Elvas-Polk line. Movement governed by Signal 1355.

Crossover, center siding Elvas to eastward track Polk-Elvas line. Movement governed by Signal 1354.

West switch and derail center siding Elvas. Movement governed by Signal 1351.
Hopfen spur switch and derail. Movement governed by Signal 1345.
"R" Street connection, switch and derail. Movement governed by Signal 1331.

Switches and derails must be immediately returned to normal position after train has passed over them.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

To operate a dual control switch by hand, trainman must secure permission from the Signal Operator. When permission, including the time and working limits, is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, and so reported to the Signal Operator; at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainman must notify engineer when the selector lever is in the "hand-throw" position, and also notify him when it is returned to the "switch-machine" position, so he may know when to be governed by the interlocking signals adjacent to the switch.

Whistle Signals governing routes as follows:
To Roseville, one long, four short.
To Sacramento, three long, one short.
To Polk, two long, three short.
To Elvas Siding, three short, two long.
To Third Track, two short, two long.
To American Can Spur, one long, one short, one long.
To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

EMIGRANT GAP.—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur at Emigrant Gap, to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 track.

Indication displayed on interlocking signal located sixty (60) feet east of crossover switch Emigrant Gap, governing movement through crossover from No. 2 track to No. 1 track:

Rule 604, Figure 3, will not apply. Top light GREEN and bottom no light. Proceed except on diverging route.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

Westward trains stopped at interlocking signal west of house track spur switch, will call operator at Emigrant Gap on telephone and be governed by his instructions and when instructed by him to operate the derail by hand, be governed by the instructions on the sign at derail.

Trains moving through crossover from No. 2 track to No. 1 track will be governed by interlocking signal located 60 feet east of crossover switch. Signal will not clear for crossover movement until crossover switches have been lined.

Trains moving off east lead of turntable to No. 1 track will be governed by signal located 60 feet west of derail. Signal will not clear until derail and switch have been lined.

Trainmen or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Eastward interlocking signal, located on No. 1 track opposite east switch to crossover, governs movement against current of traffic on No. 1 track to signal 1718.

Westward movement from west lead of turntable or from fire train crossover will not be made until permission is given by operator.

Rule 628 and 663 will not apply and the following will govern:

Telephones located at interlocking signals establishing communication with operator at Emigrant Gap. Trains stopped at signals will call operator for instructions and when such instructions have to do with an inoperative signal, trains will be preceded by flagman to next home or end of interlocking limits.

NORDEN.—Limits as follows:

No. 1 track from interlocking home signal at west switch of siding Donner to Signal Bridge 775 feet west of Norden office.

No. 2 track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of crossover Eder.

Indication displayed on all signals within interlocking limits, Norden, governing main and diverging routes:

Rule 604, Fig. 3, will not apply.

Top light GREEN and bottom light DARK. Proceed except on diverging route.

Fire Train Spur.—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator. Movement from spur governed by signal.

Run-around Tracks.—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Rules 628 and 663 will not apply and the following will govern. Telephones located at signals communicating with signal operator at Norden office call signal operator by one long ring giving number of train, route desired, etc., movement will be governed by signal indication or instructions of signal operator and when such instructions have to do with an inoperative signal, trains will be preceded by a flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, will wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

Signal on No. 2 track 60 feet west of west switch to siding governing eastward movement on No. 2 track and to siding and turntable.

Signal on No. 1 track opposite clearance point on west lead to turntable governing westward movement on No. 1 track and through crossovers.

GEORGIANA SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 500 feet west of drawbridge to interlocking home singal 500 feet east of drawbridge.

SNODGRASS SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 400 feet west of drawbridge to interlocking home signal 600 feet east of bridge.

NINTH AND K STREETS TOWER, MARYSVILLE.—Crossing Western Pacific Railroad and Knights Landing and Oroville Branch lines.

Limits on Knights Landing line extend from home interlocking signal 445 feet west of Western Pacific Railroad crossing to home interlocking signal 380 feet east of crossing.

Following switches and derails on Western Pacific Railroad within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from signal operator:
Switch and derail to Western Pacific-Southern Pacific transfer track.
Switch and derail to Western Pacific high line track.
Derail on Western Pacific stock corral track.

Permission must be obtained from signal operator for each movement in and out of these tracks.

Switches and derails must be immediately returned to normal position after train has passed over them.

BINNEY JUNCTION TOWER.—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to automatic home signal 1420. On Oroville line extend from signal bridge 1300 feet west of tower to interlocking home signal 950 feet east.

Woodland line from signal bridge 1300 feet west of tower to interlocking home dwarf signal on west leg of wye at clearance point to main track. Also from interlocking home signal 500 feet east of tower to interlocking home dwarf signal at spur switch on east leg of wye.

Whistle signals governing routes as follows:
Main track to or from Gerber, one long, four short.
Main track to or from Oroville, two short, two long.
Siding to or from Gerber, one short, three long.
Siding to or from Oroville, three long, one short.
Siding to or from west leg of wye, three short, two long.
Main track to or from west leg of wye, two long, three short.
Main track to or from east leg of wye, one short, one long.
To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch to Knights Landing line.

LIVE OAK AUTOMATIC.—Crossing Sacramento Northern Railway one half mile east of Live Oak.

Interlocking limits on S. P. track extend from home light signal SA 1522, 517 feet west of crossing, to home light signal SA-1523, 523 feet east of crossing, and on S. N. Railway track between home light signals located 600 feet on both sides of crossing.

Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signal will change to PROCEED (or CAUTION) when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Sacramento Northern Railway.

Eastward trains holding main track when meeting another train at Live Oak will stop west of overlap post located 100 feet west of station.

Trains having switching to perform at Live Oak should take siding, clearing main track as quickly as possible. East switch to house track and east switch to siding should be restored normally as quickly as possible after using same.

When train is stopped by interlocking home signal, a flagman must be sent in each direction on intersecting track unless the interlocking signals thereon are known to be in proper position to protect the movement.

Clockwork Time Release, located in door of Battery House at crossing.

This Clockwork Time Release must not be operated when trains or engines are between home signals or seen to be approaching on Sacramento Northern Railway tracks.

To operate Clockwork Time Release, turn knob to right to extreme position about one-quarter turn, release knob and when a red indicator light appears, this will indicate to flagman that signals on Sacramento Northern Railway are in proper position to protect the movement. Flagman may then proceed as prescribed by Rules 663 and 509. After four minutes, home signal should change from "Stop" to "Proceed with Caution" or a repeater red indicator light located on signal mast near base of home signal will light up and will indicate to engineer that home signals on Sacramento Northern Railway are in "Stop" position.

Train may then proceed through interlocking limits not exceeding 12 miles per hour.

WOODLAND.—Crossing Sacramento Northern R. R.

Limits on Davis-Tehama line extend from interlocking home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. Rule 604, Fig. 3, will not apply. Top light Green and bottom no light, proceed except on diverging route. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

Whistle signals governing routes as follows:
For Tehama to or from siding, one long, four short.
For Tehama to or from house track, three long, one short.
For Knights Landing to or from siding, one short, three long.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

MISCELLANEOUS

On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

On ascending grades between Roseville and Sparks, engines may take oil and water without cutting off train at all stations except Gold Run.

RULE 221.—Train Order Signals:

Emigrant Gap.

Westward signal located 2500 feet east of office and eastward signal 100 feet west of office.

Cisco:

Westward signal located 100 feet east of Tunnel No. 3, and
Eastward signal 1000 feet west of office.

Norden:

Westward signal located 900 feet east of station, and
Eastward signal 800 feet west of station.

Indication of these train order signals will be by lights only.

When a train reaches a point approximately 300 feet from signal, if no train orders, light will change from "Stop" to "Proceed."

If signal is first seen in "Proceed" indication clearance card must be obtained.

Tracks between Sacramento and Roseville numbered and will be used as follows:

No. 1 Track, by westward trains.
No. 2 Track, by eastward trains.

Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing.

Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6, and 7.

Trains and engines must not pass the switch tenders stations at east end Sacramento River Bridge, Sixth Street, Seventh Street and Fifteenth Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night, and will move with caution between switch stations enumerated above.

Engineers leaving and arriving Sacramento passenger station will refrain from sounding whistle or ringing bell and keep cylinder cocks closed while passing hospital building.

Tracks between Roseville and Sparks numbered and will be used as follows:

No. 1 Track, via Auburn, by westward trains.
No. 2 Track, Eastward main track via Auburn, Nevada Street, by eastward trains.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

Oil spring switch located in eastward main track at east end of east drill track, Roseville.

Spring switch located at M. P. 107.38 is normally lined for main track, and is designated by SS on switch stand target.

Eastward trains moving from drill track will run through switch when lined in normal position.

Maximum speed when moving through switch from drill track 15 miles per hour.

To avoid making reverse movement through switch when leaving drill track, trains will observe position of signal 1074 located three hundred and fifty feet east of switch before fouling eastward main track, and when signal is in stop position stop at clearance point on drill track.

Train moving through switch from drill track and stopping on switch must not make reverse movement nor take slack until switch has been thrown by hand.

Switch may be thrown by hand by keeping steady pressure on switch stand lever until completely thrown and lever latched.

Running switches are prohibited.

When movement made from drill track through switch, reverse movement on main line must not be made until points are completely closed.

Westward movement on main track must not be made over this switch without first stopping and ascertaining that switch is properly lined.

Blow off cocks, sanders, or injectors must not be used, or boosters operating passing through this switch.

When making westward movement into drill track, switch must be thrown by hand and returned to normal position by hand.

Mallet, 2-10-2, 4-10-2, AC Mt., GS-I and Mikado engines, must not be operated over the following tracks:

Rocklin, siding and house track.
Loomis, east end fruit tracks.
Penryn, fruit spurs west of station.
Newcastle, tracks 3 and 4 (either from crossover leading from main track to No. 3 or from crossover from siding).
Flint, Standard Oil spur.
Auburn, high line.
Nev. St., Auburn, spurs.
Clipper Gap, team track east of road crossing.
W. New England Mills, spur, west of tool house.
W. Applegate, spur.
Colfax, material spur in west yard.
Magra, spur.
Towle, spur.
Blue Canon, dump spur, oil spur and Greek spur east of oil column.
Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, Cisco.
Crystal Lake, spur on south side of No. 2 track.
Spur switches, Yuba Pass.
Andover, outfit spur, 3 car lengths back of frog.
Donner, 6 car lengths back of frog.
Campbell Spur, Cisco, east of corral chute.

5000 and 4100 class engines must not use following tracks in Colfax Yard:

Corral track west of corral,
Bunk track,
House track and house track lead east of freight house.

Trains picking up Colfax helpers for movement to Emigrant Gap or Norden, must cut same in ahead of the Roseville helper.

On account of storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

Normal position west switch siding at Midas lined for lead to No. 1 track.

Three Indication Light Type Dwarf Signal 1603 and switch indicator (Rule 512-A), located at derail west end center siding, Midas, governing movement from center siding to No. 1 track.

Normal indication Signal 1603, no light. RED indication will be displayed after derail has been closed; and with main line switch to No. 1 track lined for siding, GREEN indication will be displayed if block is unoccupied.

YELLOW indication if block is unoccupied and signal in advance is at stop.

Should Signal 1603 fail to change immediately from RED to GREEN or YELLOW after derail and switch are lined, wait four minutes for time element relay which will be effective when the approach to Signal 1601 is occupied.

Should Signal 1603 fail to change from RED to either GREEN or YELLOW be governed by Rules 509 and 99.

Two indication light type automatic dwarf signals, 1779 and 1857, and switch indicators (Rule 512-A) located at derails on west end of center sidings Crystal Lake and Troy governing movement from center sidings to No. 1 track.

Normally no indication will be displayed on dwarf signals. RED indication will be displayed after derails have been closed, and with main line switches to No. 1 track lined for center sidings. GREEN indication will be displayed if block is unoccupied.

Should signals fail to change immediately from RED to GREEN after derails and switches are lined, wait four minutes for time element relay which will be effective when the approach to signals are occupied.

Should dwarf signals fail to change from RED to GREEN be governed by Rules 509 and 99.

Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

5000 and 4100 class engines may operate on west end of team track Colfax to east end of freight house platform, but must not proceed beyond east end of platform.

When torpedoes are used between Blue Canon and Stanford, each torpedo placed, will be duplicated on opposite rail.

Crotch switch at east end of Verdi center siding will be mechanically locked by the derail. Derail must be open before crotch switch can be operated.

Cars containing live poultry moving west from Sparks must be placed three cars ahead of caboose, Sparks to Truckee and three cars ahead of helper engine from Truckee to Summit.

When making up train or picking up enroute, scale repair and scale test cars should be placed in rear of freight train next ahead of caboose, or next ahead of occupied outfit cars, when latter cars are handled in freight train. Yard crews must not switch with scale repair or scale test cars, but will handle them in this respect as required to handle caboose, and when setting these cars in or out of train or shifting them from one track to another, rough switching must be avoided and equipment carefully handled.

When car is set out and scale inspector is working in car, he will display a blue signal, which must be respected as per Transportation Rule No. 26. Inspector must not display blue signal for any other purpose, that unnecessary delay in handling this equipment may be avoided.

Ordinarily freight trains from Sacramento Division will enter Sparks freight yard at crossover switch just west of Seventeenth Street and will approach this switch prepared to stop unless route lined and signals indicate proceed.

Minimum Clearances for Rotary Plows, Blue Canon East

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

Normal position turntables on Truckee District will be as follows:

Blue Canon......West approach, on account of repair platform on west end.
Emigrant Gap....East approach, with motor on east end.
Cisco............East approach, with motor on east end.
Norden..........East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

OPERATION OF TURNTABLE AT NORDEN

Yellow light signals on leads to turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table.

Release brake before moving turntable and do not apply brake unless control handle is in the "off" position.

To Move Turntable: Turn controller handle around to the third or fourth point, allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to "off" position.

Allow turntable to come to a stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turntable must be left lined and locked for east lead to eastward track.

Box No.	ALARM BOX LOCATIONS	Mile Post
3	300 feet east of east portal Tunnel No. 1	...
4	¾ mile east of Blue Canon	...
5	300 feet west of Signal 1687 (Gunter)	...
7	Signal 1707, 500 feet east of west switch Emigrant Gap	...
8	Crossover east of turntable house, Emigrant Gap	...
9	Between Smart and Emigrant Gap	173
12	Between Smart and Yuba Pass	174
13	Between Smart and Yuba Pass	175
14	In first shed west of Yuba Pass	...
15	East switch of Summer Siding, Yuba Pass	...
16	End of shed east of portal Tunnel No. 36	...
17	West end of center siding, Crystal Lake	178
18	West end Butte Canyon Bridge	179
19	200 feet west of west crossover, Cisco	180
21	End of shed east portal Tunnel No. 39	181
22	1½ miles east of Cisco	182
23	½ mile west of crossover, Tamarack	183
24	½ mile east of crossover, Tamarack	184
25	Between Tamarack and Troy	185
26	¼ mile west of west switch, Troy on No. 1 track	...
27	East switch, Troy	186
28	600 feet east of Lower Cascade Bridge	187
29	¼ mile east of Upper Cascade Bridge	188
31	Between Spruce and Soda Springs	189
32	In first shed west of Soda Springs	190
33	300 feet east of crossover, Soda Springs	...
34	Castle Creek Bridge (Culvert 190-0)	...
35	East switch of west run-around track on No. 1 track, Summit	...
36	1000 feet west of west portal Tunnel No. 6	193
37	East portal Tunnel No. 6	194
38	Between Tunnels Nos. 9 and 10	195
39	West Switch, Donner	...
41	1 mile east of Donner	197
42	½ mile east of crossovers, Eder	198
43	Between Eder and Andover	199
44	Between Eder and Andover	199½
45	300 feet west of west portal Tunnel No. 13	200
46	100 feet east of Andover Section House	...
47	At Andover Station	201
48	In turntable house, Summit	...
49	East switch of run-around on No. 2 track, Norden	...
51	East switch of siding on No. 2 track, Norden	...
52	West portal Tunnel No. 41	...
53	Center of Tunnel No. 41	...
54	East portal Tunnel No. 41	...

Code signals following box numbers are as follows: One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

No engine, train or car shall be operated over highway crossing except between the hours of 7:30 P. M. and 7:30 A. M.

Trains, motors, engines and cars must be stopped before crossing the highway and must not proceed to cross highway until conductor or other trainman has gone upon the crossing to ascertain if it is safe to do so and until signal to proceed has been given.

Oil trains in valley district when consisting of mixed loads and empties, will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow.

Through trains between Roseville and Gerber will take water at Berg instead of Marysville whenever possible.

Sidings at Nord and Lomo and team track, mill spur and Earl Fruit spur Marysville must not be used by Mikados, Mallets, SP, AC, Mt, GS-I, or 2-10-2 type engines.

Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Where cars or engines are to be moved on old Cannery Track over 4th Street, Marysville, flagman must flag the crossing before movement is started over crossing.

When using Wye track at Barber, by engine with or without cars, tangent track, continuation of the Wye, must be used and at no time use the Diamond Match Company's track.

Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

Two engines must not be coupled on Stirling City line. Helper engines must be cut back in train.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Trains to and from Stirling City line use yard tracks from passenger station Chico to Chico-Stirling City main track.

Track between station and Stirling City main track, must be kept clear of cars.

Flint hoppers and box cars must not be placed on spur serving El Dorado Lime & Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Bullard spur from Bullard Junction to Lime Quarry now ready for service. Trains and engines must not exceed 10 miles per hour on this spur.

Engines must not pass a point 60 feet east of bunker switch.

Trains must stop and flagmen must precede train over Main Street when making movement on house track at Woodland.

Trains to and from Oroville on Woodland-Oroville line use Marysville siding.

No engine larger than Consolidation engines with 225,000 pounds on the drivers should pass over Trestles 97-A and 97-E on Knights Landing Line.

No train, engine, motor or car shall be operated over county road known as Wilson road at Wilson unless said train, engine, motor or car shall be under control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

Willows-Fruto main track originates at yard limit board located on Willows-Fruto line. Trains to and from Willows-Fruto line use yard tracks from passenger station to Willows-Fruto main track.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line, applies at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

A westward train must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting it to proceed.

Eastward trains authorized to use No. 1 track between Loomis and Newcastle, may proceed on No. 1 track to first crossover switch, located east of the station building at Newcastle.

Nos. 20, 534 and 306 will use No. 4 track, Rocklin to Loomis.

Before using drill track across Victory Highway at Isleton Wharf, train must be under control and traffic on the highway must be protected by member of the crew acting as flagman.

SPEED TABLE

Miles per Hour	1 Mile in Min.	1 Mile in Sec.	Miles per Hour	1 Mile in Min.	1 Mile in Sec.	Miles per Hour	1 Mile in Min.	1 Mile in Sec.	Miles per Hour	1 Mile in Min.	1 Mile in Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	.1	13
20	3	......	30	2	......	40	1	30	50	1	12

SPEED RESTRICTIONS

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

Trains and engines must not exceed 12 miles per hour over Lincoln Street crossing, Roseville.

SPEED RESTRICTIONS—Continued.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Pages	Between	PASSENGER				FREIGHT		Engines and Motors Backing	All Trains	LIGHT ENG. RUNNING FORWARD			
		Maximum	With SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MM-2 and AM Engines	With AC-1, 2, 3, 4, 5, 6, MC-2, 4, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., C-11, 12, 14, 15, 17 and TW Engines	With Other Type Engines	Freight and Mixed, Maximum	With MC-1, 2, 4, and 6 Engines		City Ordinance	SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MK-5, 6, 8 and 9	GS-1, MT-1, 2, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 and C-18 to 23 inc.	C-11, 12, 14, 15, 17, TW, MC Class MK-2, 4, MM-2, AM, AC-1, 2 2, 3, 4, 5, 6
2	Colfax—Truckee............No. 2 Track	35	35	35	35	20	20	15	....	30	30	25	30
2	Truckee—Sparks...........No. 2 Track	40	40	40	40	30	25	15	....	35	35	30	30
2, 3	Reno........								15				
2, 4	Sacramento—Colfax........No. 2 Track	50	45	40	50	35	25	20	....	35	40	35	30
3	Sparks—Truckee...........No. 1 Track	40	40	40	40	30	20	20	....	35	35	30	30
3	Truckee—Loomis...........No. 1 Track	35	35	35	35	20	20	15	....	30	30	25	30
3	Truckee—Tahoe..................	40	25	25	40	30	20	15	....	20	30	30	30
3, 5	Loomis—Sacramento.......No. 1 Track	50	45	40	50	35	25	20	....	35	40	35	30
4, 5	Roseville—Gerber..................	50	45	40	50	35	25	20	....	35	40	35	30
4, 5	Lincoln........								35				
6	Davis—Tehama..................	60	45	40	60	40	25	20	....	35	40	35	30
7	Woodland—Marysville..............	45	....	35	45	35	....	20	....	....	35	35	30
7	Marysville—Oroville..............	25	....	25	25	25	....	15	....	....	20	25	25
7	Brighton—Folsom..................	50	....	40	50	35	....	20	....	....	40	35	30
7	Citrus—Fair Oaks..................	25	....	20	25	20	....	15	....	....	20	20	20
7	Folsom—Placerville..............	30	....	20	30	15	....	12	....	....	25	15	15
8	Harrington—Wyo via Colusa..........	30	....	25	30	25	....	20	....	....	25	25	20
8	Willows—Fruto..................	20	....	....	20	15	....	10	....	....	15	15	15
8	Sacramento—Isleton..............	30	....	20	30	20	....	15	....	....	25	20	20
8	Grace—Josephine..................	30	....	20	30	20	....	15	....	....	25	20	20
8	Marchant—Karnak..................	30	....	20	30	20	....	15	....	....	25	20	20
8	Chico—M. P. 188 (Stirling City Branch).	30	....	25	30	25	....	15	....	....	25	25	25
8	M. P. 188—Stirling City..............	20	....	20	20	12	....	10	....	....	15	12	12
......	Through Crossovers, Turn-outs, and on Sidings........	....	....	....	15	....	8	....	....	....	....	....	....

Speed of 60 miles per hour permitted train No. 9 between Roseville and Sacramento, where speed of other passenger trains is restricted to 50 miles per hour.

Passenger trains must not exceed 40 miles per hour and freight trains 30 miles per hour on No. 4 track between Rocklin and Loomis.

Slow boards have been placed at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

Passenger trains must not exceed 35 miles per hour on tangent and 30 miles per hour on curves between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

Freight trains must not exceed 20 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

SP-1, SP-2, SP-3, F-3, F-4, F-5, F-6, AC-4, AC-5, AC-6, AM, GS-1, and MM-2 type engines must not exceed 25 miles per hour where slow boards restricting speed on curves, show 30 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track, and between Truckee and Sparks on Nos. 1 and 2 tracks where slow boards restricting speed on curves show 28 miles per hour.

Mt. 1, 2, 3, 4, 5 class engines must not exceed 28 miles per hour where slow boards restricting speed on curves show 30 miles per hour.

MC 2, 4, 6 and AC 1, 2 and 3 class engines must not exceed 20 miles per hour on curves.

Motors backing through yards and over highway crossings must not exceed 10 miles per hour.

Relief trains with steam derrick must not exceed 15 miles per hour over Colusa, Sutter Basin, River Farms, Stirling City, Walnut Grove, and Placerville lines.

Relief trains with steam derrick must not exceed 25 miles per hour and will be governed by other speed restrictions.

Fire trains and flangers operating between Lawton and Loomis must not exceed 30 miles per hour and be governed by other speed restrictions.

Speed of fire trains, with water cars full, must not exceed 25 miles per hour in forward direction.

Speed of fire trains, with water cars less than three quarters full, must not exceed 20 miles per hour in forward direction. Water cars must be kept full when possible.

Trains handling loaded Flint hoppers must not exceed 25 miles per hour.

At intermediate stations where mail is dispatched while trains are in motion, speed must be reduced sufficiently to avoid injury to passengers or others who may be standing on station platforms.

Eastward first-class trains must not exceed 30 miles per hour from yard limit board located one thousand feet west of west switch at Antelope to signal 1046, from signal 1046 to mile post 108 on Roseville-Sparks line, 20 miles per hour.

Westward first-class trains from mile post 108 Roseville-Sparks line to signal 1049 20 miles per hour. From signal 1049 to Antelope station 30 miles per hour.

Freight trains on descending grades must not exceed 15 miles per hour while passing passenger trains.

When necessary for locomotive cranes to move in trains with flexible or swivel truck trailing, the speed of the train must not exceed 18 miles per hour.

Trains must not exceed 25 miles per hour entering or moving through controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals.

Trains must not exceed 25 miles per hour from Yuba River bridge to Feather River bridge, Marysville, and from east yard limit board Chico to west switch Chico Siding.

Eastward trains using No. 2 track must not exceed 12 miles per hour from Signal Bridge just west of Passenger Station Sparks to yard office at Sparks.

Engines must not exceed 8 miles per hour on balloon track at Lake Tahoe.

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

Trains must not exceed 12 miles per hour over Main and Court Street crossings, Woodland.

Trains must not exceed 12 miles per hour over railroad crossing Bridge Street east of Yuba City station.

Trains must stop within 200 feet of S. N. R. R. crossing at Yuba City and at Knights Landing drawbridge before crossing.

Trains will pass over S. P. R. R. crossing at Grace with caution.

Consolidation engines must not exceed 30 miles per hour between Yuba City and Woodland.

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over on Placerville line.

Engines using Mather Field Spur must not exceed 10 miles per hour.

Trains must not exceed 15 miles per hour over trestle 112-A on Grace-Josephine line.

When necessary to operate 5000 class engines on Stirling City line to the Sacramento Northern transfer at Chico, speed must not exceed 10 miles per hour.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

Trains must not exceed 20 miles per hour on Dantoni line between Dantoni Junction and Dantoni.

Freight trains must not exceed 12 miles per hour on curves between Kurand and Fruto.

Trains must not exceed 10 miles per hour between initial switch of spur to Hood Wharf and Hood Wharf.

Trains must pass over S. N. R. R. crossing 9th Street, Chico, with caution.

Trains must not exceed 40 miles per hour through city limits of Corning, Orland and Willows.

No. 8 stop at Orland for exchange of U. S. Mail.

Trains and engines must not exceed 20 miles per hour between west end Sacramento River Drawbridge and 15th Street, Sacramento.

Engines being hauled in trains or running under own steam must not exceed:

When main rod only is removed................30 miles per hour
When side rods only are removed..............30 miles per hour
When both main and side rods are removed......20 miles per hour

S and SE class engines must not exceed 20 miles per hour.

SPECIAL INSTRUCTIONS

LOCATION OF STRETCHERS

Sacramento	Hospital
“	Baggage Room
Fair Oaks	Freight House
Hood	“ “
Walnut Grove	Baggage Room
Lincoln	“ “
Wheatland	“ “
Marysville	“ “
Gridley	“ “
Biggs	“ “
Chico (2)	“ “
Oroville	Baggage Room
Knights Landing	Freight House
Woodland	Baggage Room
Williams	“ “
Willows (2)	“ “
Roseville	Power House
“	Car Dept.
“	Yard Office
“	Station
“	Hospital
“	Store Dept.
Rocklin	Baggage Room
Loomis	“ “
Penryn	“ “
Newcastle	“ “
Auburn	“ “
Colfax	“ “
Dutch Flat	“ “
Towle	“ “
Blue Canon (2)	“ “
Cisco	“ “
Norden	Baggage Room
Truckee (3)	“ “
Floriston	“ “

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
“	ROSEVILLE
“	GERBER
“	SPARKS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

SACRAMENTO YARD

Mile Post	LOCATION	DESCRIPTION
	Sacramento River Bridge	....Side
	Shop Yard	Oil House West of Store No. 1....Side
	Shop Yard	Sand spurs Nos. 1 and 2....Overhead
	Shop Yard	Track No. 2, Car Shop No. 9....Side
	Shop Yard	Track No. 3, Car Shop No. 9....Side
	Shop Yard	Track No. 4, Car Shop No. 9....Side
	Shop Yard	Track No. 5, Car Shop No. 9....Side
	Shop Yard	Track No. 9, Car Shop No. 9.Overhead & Side
	Shop Yard	Roundhouse spur....Side
	Shop Yard	Track No. 2 Bone Yard Track....Side
	Shop Yard	Track No. 3 Laundry....Side
	Shop Yard	Track No. 2 Scrap Dock....Side
	Shop Yard	Track No. 3 Scrap Dock....Side
	6th and H Streets	Western Meat spur....Side
	6th Street	New Foundry Track....Side
	6th Street	Coke spur....Side
	6th Street	Foundry Track 6th Street....Side
	R between 11th & 12th	Lawrence Warehouse....Side
	R between 21st & 22nd	Barley spur Buffalo Brewery....Side
	R between 21st & 22nd	Buffalo Brewery spur....Overhead & Side
	B between 11th & 12th	Phoenix Mill spur....Side
	B between 8th & 9th	Consumers Ice Co. Track....Side
	3rd to 6th Streets	Track No. 4 Rolling Mill....Side
	6th Street	Water Tank....Side
	15th & N. B. Streets	Unloading pit center of Track, Golden Gate Atlas spur....
	13th & 14th on B St	Unloading pit center of Track, Clark and Henry spur....
	4th & R Streets	Sacramento Vegetable Growers Assn....Side
	5th & R Streets	Virden Packing Co. spur...Overhead & Side
	Front St. between M & N	Sacramento Northern Guy Pole....Side
	Walnut Grove Connection	2nd Street to Front St. Yard....Overhead
	Front St. between H & I	Stulsaft spur....Overhead
	Between tracks No. 1 and No. 2.	South end of old freight shed....Front St.
	Between tracks No. 2 and No. 3.	South end of new freight shed....Front St.

ROSEVILLE-SPARKS—EASTWARD

Mile Post	LOCATION	DESCRIPTION
	American River Bridge	....Side
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE Plant....Side
	Roseville Yard	Track No. 3, Heavy Rip....Side
	Roseville Yard	Track No. 4, Heavy Rip....Side
	Roseville Yard	Track No. 5, Heavy Rip....Side
	Roseville Yard	Track No. 6, Heavy Rip....Side
	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3....
	Rocklin	Kesty Quarry spur....Overhead
	Rocklin	Henderson Quarry spur....Overhead & Side
	Rocklin	Pernu Quarry spur....Overhead
	Rocklin	Elickson Quarry spur....Overhead
110.6	Rocklin	Cal. Granite spur, Rocklin, Quarry....Side
110.6	Rocklin	Stock Chute on Corral Track....Side
	E. of Rocklin	Antelope Creek bridge....Side
114.2	E. of Rocklin	Tunnel No. 15....Overhead
114.8	E. of Rocklin	Tunnel No. 16....Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17....Overhead
120.5	E. of Newcastle	Tunnel No. 18....Side & Overhead
122.7	E. of Newcastle	Tunnel No. 19....Overhead
123.2	E. of Newcastle	Tunnel No. 20....Overhead
124.7	E. of Nev. St., Auburn	Tunnel No. 21....Overhead
131.2	E. of Bowman	Tunnel No. 22....Overhead
132.7	E. of Clipper Gap	Tunnel No. 23....Overhead
132.9	E. of Clipper Gap	Tunnel No. 24....Overhead
133.1	E. of Clipper Gap	Tunnel No. 25....Overhead

ROSEVILLE-SPARKS—EASTWARD—Continued

Mile Post	LOCATION	DESCRIPTION
133.3	E. of Clipper Gap	Tunnel No. 26....Overhead
133.8	E. of Clipper Gap	Tunnel No. 27....Overhead
134.8	E. of Applegate	Tunnel No. 28....Overhead
136.0	E. of Applegate	Tunnel No. 29....Overhead
138.7	E. of N. E. Mills	Tunnel No. 30....Overhead
139.2	E. of Lander	Tunnel No. 31....Overhead
139.4	E. of Lander	Tunnel No. 32....Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 & 1425.Side
141.7	Colfax	Water Col. W. of Station W. B....Side
141.7	Colfax	PFE Icing Platform....Side
144.5	E. of Colfax	Tunnel No. 33....Side & Overhead
144.7	E. of Colfax	Tunnel No. 34....Side & Overhead
152.2	Gold Run	Mail Crane....Side
	Gold Run	Water Tank West end of Yard....Side
152.4	E. of Gold Run	Oil & Water columns....Side
165.5	Blue Canon	Water Columns....Side
208.0	Truckee	Roundhouse portals....Side
208.0	Truckee	Oil sump doorways....Side
242.9	Reno	Transfer track....Side
242.9	Reno	Buffalo Brewing Co. platform....Side

COLFAX-ROCKLIN—WESTWARD

Mile Post	LOCATION	DESCRIPTION
132.7	W. of Applegate	Tunnel No. 0....Side & Overhead
124.5	Auburn	Ford & Son Warehouse, hill track....Side
124.5	Auburn	Lowell Warehouse, hill track....Side
124.5	Auburn	Fruit House Track, hill track....Side
124.5	Auburn	Hse. Track, Auburn I. & C. siding....Side
124.5	Auburn	Hse. Track, Ford & Son, Whse. siding ..Side
122	W. of Flint	Cut West of 122....Side
	W. of Flint	Cut West of 122-G....Side
	W. of Flint	Cut West of 122-H....Side
	W. of Flint	Bloomer Cut....Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co....Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit Hse..Side

SACRAMENTO-GERBER

Mile Post	LOCATION	DESCRIPTION
94.9	Ben Ali	Cannon Phillips spur....Overhead & Side
117.0	Lincoln	Diamond Match Co., Lumbershed....Side
	Clayton	Stockton Fire Brick Co., spur....Overhead
140.8	Marysville	W. T. Ellis Warehouse....Side
140.8	Marysville	Buckeye Mill platform....Side
122.0	Marysville, E Street	Yuba Construction Co., platform....Side
161.4	Biggs	Rice Mill Siding....Side & Overhead

WOODLAND-TEHAMA

Mile Post	LOCATION	DESCRIPTION
103.2	Dunnigan	Water Tank....Side
117.6	Genevra	Water Tank....Side
124.2	Williams	Bartlett Water Co., shed platform....Side
124.2	Williams	Stoval-Wilcox Wholseale platform ....Side & Overhead
124.2	Williams	Williams Warehouse Co., platform....Side
133.0	Maxwell	Water Tank....Side

WYO-HARRINGTON

Mile Post	LOCATION	DESCRIPTION
120.8	Grimes	Water Spout....Overhead
145.9	Princeton	Water Spout....Overhead
150.4	Codora	Warehouse....Side
165.9	Rotavele	Elevator....Side
177.4	Hamilton	Boiler House of sugar factory....Side
177.4	Hamilton	Shed over beet unloading track....Overhead

DAVIS-OROVILLE

Mile Post	LOCATION	DESCRIPTION
111.4	Tudor	Water Tank....Side
112.4	Abbot	Earl Fruit Co. bldg. siding....Side
120.4	Yuba City	S.N.R.R. trolley wire, E. of depot..Overhead
135.0	Honcut	Station platform....Side
135.0	Honcut	Brown's Warehouse....Side
147.9	Oroville	C. L. Bills cement warehouse....Side
147.9	Oroville	Olive Produce Co. porch....Side
147.9	Oroville	Ice House platform....Side

SACRAMENTO-PLACERVILLE

Mile Post	LOCATION	DESCRIPTION
91.5	Sacramento, 23rd & R	Contractors' spur, building....Side
	Brighton	Unloading pit center of track A. Teichert Co. spur.
95.9	Perkins	Perkins' Store....Side
98.9	Mayhew	Humphrey Packing house platform....Side
98.9	Mayhew	Earl Fruit Co. platform....Side
122.3	Cothrin	Rock Cut....Side
126.4	Latrobe	Rock Cut....Side
126.5	E. of Latrobe	Rock Cut....Side
128.6	E. of Latrobe	Rock Cut....Side
148.7	Placerville	Water Tank....Side

SACRAMENTO-ISLETON

Mile Post	LOCATION	DESCRIPTION
92-B	....	Bridge....Side
93.0	Charles	Stock Chutes at 93-A....Side
	Snodgrass Slough	Bridge....Side
113.4	Walnut Grove	Pacific Fruit Bldg....Side

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Drs. G. L. Stevenson and W. W. Cress.	District Surgeons.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Roseville	Dr. B. Woodbridge	District Surgeon.
Roseville	Dr. L. E. Jones	Asst. District Surgeon.
Roseville	Dr. E. E. Myers	Asst. District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. G. H. Fay	District Surgeon.
Colfax	Dr. D. M. Kindopp	District Surgeon.
Colfax	Dr. C. J. Durand	District Surgeon.
Alta	Dr. B. F. Howard	Emergency Surgeon.
Blue Canon	Dr. H. N. Miner	District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	District Surgeon.
Reno	Dr. M. R. Walker	Assistant District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Thos E. Larner	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. P. Caldwell	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	Associate District Surgeon.
Los Molinos	Dr. J. H. Belyea	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Woodland	Dr. H. D. Lawhead	Consulting Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. C. F. Keith	Acting District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon.
Willows	Dr. C. W. Lund	District Surgeon.
Orland	Dr. S. Iglick	District Surgeon.
Stirling City	Dr. A. L. Derbyshire	District Physician and Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Smith McMullen	District Surgeon.
Walnut Grove	Dr. John F. Drew	District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

Revised to April 26, 1931

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
E-23	E-73 20/24 92	1433 to 1458	190	3310	720	450	1160	530	2780	....	....	2890	1880	....	....
E-23	E-73 20/24 101 S	1438 to 1458	190	3430	750	470	1200	550	2890	1060	560	2990	1950	....	....
E-24	E-69 18/26 73	1459 to 1463	165	2580	....	....	....	....	2100	....	....	2260	1410	....	....
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471													
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2510	....	....	....	....	2050	....	....	2190	1380	....	....
E-27	E-73 20/26 113 S	1526 to 1540	210	4000	....	....	....	....	3100	....	....	....	....	....	....
M-4	M-63 20/28 126	1615 to 1719	190	4280	1050	690	1630	800	3380	1240	780	3740	2300	....	....
M-4	M-63 20/28 128 S														
M-4	M-63 20/28 135 S														
M-6	M-63 21/28 150 S	1725 to 1769, 1780 to 1803	200	5260	1300	870	2020	1000	4160	1550	990	4610	2840	530	980
M-6	M-63 21/28 153 S	1823 to 1825													
M-9	M-63 21/28 150 S	1804 to 1822	210	5540	1390	930	2140	1060	4390	1630	1050	4850	2990	570	1050
M-9	M-63 21/28 156 S	1826, 1827													
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181, 2183	160	2780	....	....	....	....	2220	....	....	2430	1500	250	490
T-2	T-63 20/26 105	2221 to 2234	160	2830	....	....	....	....	2310	....	....	2470	1560	220	460
T-1	T-63 20/28 112	2235 to 2273	180	3840	900	590	1420	680	3080	1110	700	3360	2090	370	700
T-25	T-69 26/28 134	2275 to 2280	200	4220	980	630	1550	730	3430	1180	720	3690	2320	360	720
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1380	860	4230	2680	440	860
T-23	T-63 21/28 148 S	2301 to 2310	210	5550	1380	920	2130	1060	4400	1650	1060	4860	3000	560	1040
T-28	T-63 22/28 162 S	2311 to 2362	210	6060	1520	1020	2340	1160	4800	1800	1150	5310	3270	630	1150
T-32	T-69 23/28 174 S	2363 to 2370 2372 to 2384	210	6170	1470	970	2300	1120	5040	1800	1140	5400	3440	....	....
C-11	C-51 22/26 152	2502	180	5170	....	....	....	....	4050	1550	1000	4490	2770	550	1100
C-12	C-50 20/28 164	2503	190	4760	....	....	....	....	3720	1380	870	4160	2520	580	1080
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2752 to 2860	210	6660	1680	1130	2600	1290	5220	1980	1280	5790	3560	....	....
C-9, 10	C-57 22/30 194 S														
C-8	C-57 22/30 192 S	2698 to 2749, 2750, 2751													
C-5	C-57 22/30 187 S	2624 to 2679													
C-5	C-57 22/30 185 S	2680 to 2693													
C-5	C-57 22/30 180	2624 to 2679	200	5930	1460	970	2280	1110	4640	1750	1110	5140	3150	....	....
C-5	C-57 22/30 178	2680 to 2693													
TW-1	TW-54 22/26 147	2900 to 2913	180	5070	1260	840	1960	960	3960	1490	950	4450	2690	500	950
TW-8	TW-54 21/32 161 S	2914 to 2923	190	5660	1430	960	2220	1100	4430	1680	1080	4730	3020	600	1120
TW-8	TW-54 21/32 155	2914 to 2923	180	5020	1260	840	1960	960	3920	1470	930	4190	2660	....	....
TW-4	TW-56 20/30 120	2928, 2930, 2931	160	3920	940	610	1480	710	3070	1160	740	3430	2090	400	740
Mk2	Mk57 23¾/30 206 S	3200 to 3240	210	7830	2000	1350	3050	1540	6130	2340	1520	6800	4190	....	....
Mk4	Mk57 23¾/30 206 S														
Mk5, 6	Mk63 26/28 210 S	3241 to 3277	210	8000	2100	1400	3250	1600	6700	2500	1600	7400	4550	....	....
F-1	F-63 27½/32 273 S	3600 to 3652	200	8000	2420	1620	3650	1850	....	....	....	....	....	....	....
F-4, 5	F-63 29½/32 306/B-61 SF	3668 to 3763	200	8000	2730	1820	4150	2090	....	....	....	....	....	....	....
F-5	F-63 29½/32 306/B-62 SF	3764 to 3768													
MC-2	MC-57 $\frac{26-40}{30}$ 394	4000 to 4016	210	8000	3250	2200	4950	2500	....	....	....	....	....	....	....
MC-4	MC-57 $\frac{26-40}{30}$ 398	4017 to 4028													
MC-6	MC-57 $\frac{26-40}{30}$ 401 S	4029 to 4043													
MC-6	MC-57 $\frac{26-40}{30}$ 395 S	4044 to 4048													
AC-1,2,3	AC-57 $\frac{22-22}{30}$ 441 SF	4000 to 4048													
AC-4	AC-63 $\frac{24-24}{32}$ 475 SF	4100 to 4109	235	8000	4100	3000	6300	3450	....	....	....	....	....	....	....
AC-5	AC-63 $\frac{24-24}{32}$ 483 SF	4110 to 4125													
AC-6	AC-63 $\frac{24-24}{32}$ 517 SF	4126 to 4150	250	8000	4450	3250	6800	3700	....	....	....	....	....	....	....
MM-2	MM-63 $\frac{35-38}{28}$ 320 SF	4200 to 4211	200	8000	2450	1630	3750	1870	....	....	....	....	....	....	....
MT-1,3,4,5	MT-73 28/30 246/B-60 SF	4300 to 4376	210	8000	2250	1450	3650	1700	7650	....	....	....	....	....	....
SP-1	SP-63 $\frac{28-32}{25}$ 316/B-60 SF	5000 to 5015	225	8000	3150	2100	4800	2400	....	....	....	....	....	....	....
SP-2	SP-63 $\frac{28-32}{25}$ 317/B-61 SF	5016 to 5048													
P-1, 3, 5	P-77 22/28 141 S	2400 to 2452, 2459, 2460	210	4980	1140	730	1820	850	4080	1390	840	4350	2780	....	....
P-1	P-77 22/28 152 SF	2400 to 2427	210	5350	1180	760	1900	880	4400	1440	870	4700	3000	....	....
P-1	P-77 22/28 160/B-54 S	2400 to 2427													
P-1	P-77 23/28 163/B-54 SF	2409, 2422	210	5850	1280	810	2050	950	4800	1560	930	5100	3200	....	....
P-4	C-77 23/28 155/B-58 SF	2400 to 2437	210	5850	1280	810	2050	950	4800	1560	930	5100	3200	....	....
GS-1	GS-73 27/30 262/B-58 SF	4400 to 4409	250	8000	2350	1550	3800	1800	8000	....	....	....	....	....	....
Allowance for Empty and Under-loaded Cars		Less than 40 M's		6	6	3	6	3	6	3	3	6	6	6	6
		40 M's to 50 M's		3	3	0	3	0	3	0	0	3	3	3	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of two engine trains east with classes AC-4, 5 and 6 engines will be those shown in column 3, Colfax to Sparks, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"MM"—Mallet Mogul
"AC"—Articulated Consolidation
"A"—Atlantic Type

"M"—Moguls "Mk"—Mikado
"TW"—Twelve-wheelers
"MC"—Mallet Consolidation
"MT"—Mountain Type
"GS"—Golden State

"E"—Eight-wheelers
"P"—Pacific Type
"F"—Two-ten-two Type
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	......	......
" —66 ft.	127,610	......	......
" —70 ft.	122,620	......	......
" —70 ft. (With Auto. End Door)	125,800	......	......
" —(Dynamo)	98,730	......	......
"	......	87,120	81,120
Baggage & Mail—60 ft.	103,620	......	......
" " —69 ft.	124,760	......	......
" " —70 ft.	129,140	......	......
" "	......	103,590	99,200
Baggage & Passenger	108,675	112,640	76,320
Express Refr.—N. P. Ry.	......	74,000	60,000
" " —G. N. Ry.	......	......	70,000
" " —A. R. E. No. 40–154	......	78,000	......
" " — " " 155–224	......	89,000	......
" " — " " 500–506	......	110,000	......
" " — " " 1101–1175	......	85,000	......
" " —P. F. E. " 500–799	......	83,000	......
Tea & Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage—40 ft.	74,530	......	......
" " —60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	......	84,740
" —74 ft.	163,900	......	......
Coaches—60 ft.	98,130	......	......
" —70 ft.	137,640	......	......
" —72 ft.	139,660	......	......
" —73 ft.	148,040	......	......
" —72 ft. (Interurban)	120,000	......	......
"	......	......	81,210
All-Day Lunch—Chair	105,970	......	......
" " —Coach	103,875	......	......
Cafe Coach	......	138,600	......
Diner—70 ft.	......	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000	......	......
" —77 ft. (Clere Story Roof)	161,520	165,530	......
" —79 ft.	169,100	......	......
" —80 ft.	175,200	......	......
Cafe Parlor	148,950	161,200	......
Lounge	173,000	......	......
Observation—75 ft.	154,400	......	......
" —77 ft.	173,300	......	......
"	......	141,870	121,300
Pullman—Observation	164,600	153,000	......
" —Observation Lounge	171,200	......	......
" —Lounge	168,700	......	......
" —Parlor	155,600	147,500	......
" —Bedroom Car	167,600	......	......
" —Standard Sleeper	164,600	144,000	......
" —Tourist	140,600	133,000	......
Rail Car—Gas-Electric, 400 H. P.	158,400	......	......
" —Gas-Electric, 600 H. P.	167,200	......	......
" —McKeen—55 ft.	64,140	......	......
" — " —70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

MILEAGE

Main Lines

End Western Division to Sacramento	S. P. R. R.			.29	
Sacramento to Lawton	C. P. Ry.			147.73	
At Elvas	C. P. Ry.			.31	
Brighton to Elvas	C. P. Ry.			4.13	
Davis to Tehama	S. P. R. R.			109.71	
Roseville to Gerber	C. P. Ry.			105.92	
Total Main Lines					368.09

Branches

Colusa	S. P. R. R.	Harrington to Wyo		71.66	
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni		4.46	
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks		2.14	
Fruto	S. P. R. R.	Willows to Fruto		17.20	
Knights Landing	S. P. R. R.	Woodland to West of Cunard	9.71		
	S. P. Co.	West of Cunard to Grace	1.20		
	S. P. R. R.	Grace to Binney Junction	26.23	37.14	
Lake Tahoe	S. P. Co.	Truckee to Lake Tahoe		14.73	
Oroville	S. P. R. R.	Binney Junction to Oroville		25.26	
Placerville	S. P. R. R.	Sacramento K to N Streets	.25		
	S. P. R. R.	Sacramento Q Street to Brighton	4.94		
	C. P. Ry.	At Brighton	.39		
	S. P. R. R.	Brighton to Placerville	55.87	61.45	
River Farms	S. P. Co.	Knights Landing Jct. to Boyer		14.21	
Stirling City	C. P. Ry.	Chico to Stirling City		31.22	
Sutter Basin	S. P. Co.	Grace to Josephine	20.96		
		Marchant to Karnak	2.75	23.71	
Walnut Grove	C. P. Ry.	Sacramento to Isleton		33.23	
Total Branches					336.41
Total Sacramento Division					704.50

W. M. STILLMAN, Assistant Superintendent.

TRAINMASTERS

J. LORD..........SACRAMENTO, CAL.
C. C. FISHER..........SACRAMENTO, CAL.
E. F. NASSOIY..........ROSEVILLE, CAL.
M. L. JENNINGS..........ROSEVILLE, CAL.

ROAD FOREMAN OF ENGINES

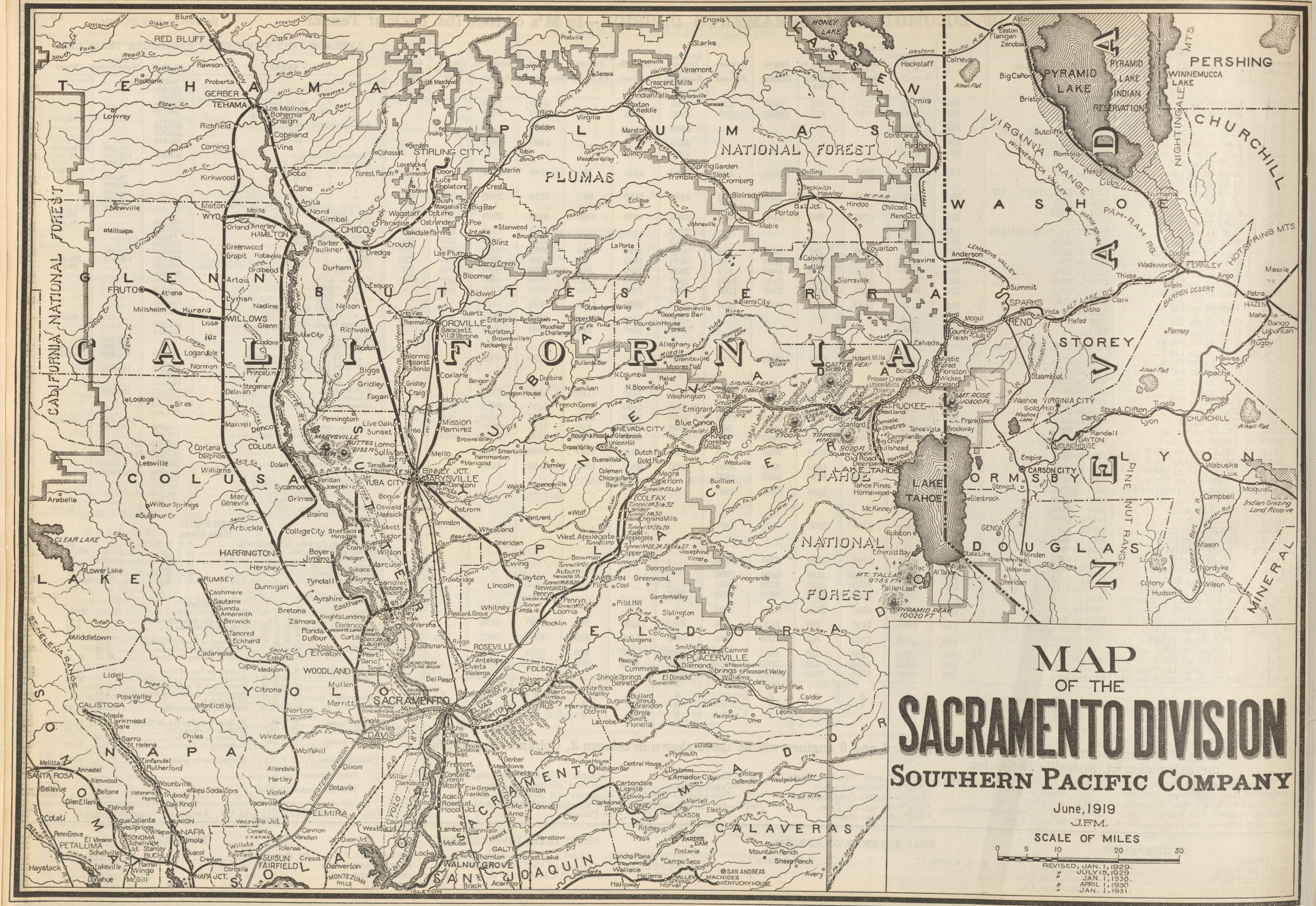
F. E. KEENAN..........SACRAMENTO, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE Chief Train Dispatcher..........SACRAMENTO, CAL.
D. A. NEELLEY......Assistant Chief Train Dispatcher......SACRAMENTO, CAL.
C. N. JONES......Assistant Chief Train Dispatcher......SACRAMENTO, CAL.

EXAMINER

W. S. HOOSON..........SACRAMENTO, CAL.


CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
SIERRA
LASSEN
COLUSA
SUTTER
YUBA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
SACRAMENTO
SAN JOAQUIN
YOLO
NAPA
SONOMA
SOLANO
LAKE
WASHOE
STOREY
ORMSBY
LYON
DOUGLAS
CHURCHILL
PERSHING
MINERAL
CALIFORNIA NATIONAL FOREST
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
EL DORADO NATIONAL FOREST
PYRAMID LAKE
PYRAMID LAKE INDIAN RESERVATION
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
VIRGINIA RANGE
PAH-RAH RG.
NIGHTINGALE MTS.
HOTSPRING MTS.
PINE NUT RANGE
ST. HELENA RANGE
MARYSVILLE BUTTES 2132 FT.
SIGNAL PEAK 7360 FT.
CASTLE PEAK 9139 FT.
DEVILS PEAK 7700 FT.
TINKERS KNOB 9020 FT.
MT. ROSE 10800 FT.
MT. TALLAC 9785 FT.
PYRAMID PEAK 10020 FT.
SHASTA DIVISION
WESTERN DIVISION
SALT LAKE DIV.
Western Pacific R.R.
RED BLUFF
GERBER
TEHAMA
CHICO
WILLOWS
COLUSA
OROVILLE
MARYSVILLE
YUBA CITY
BINNEY JCT.
STIRLING CITY
HARRINGTON
WOODLAND
SACRAMENTO
DAVIS
ROSEVILLE
AUBURN
COLFAX
NEVADA CITY
TRUCKEE
LAKE TAHOE
PLACERVILLE
FOLSOM
ELMIRA
SUISUN FAIRFIELD
NAPA
NAPA JCT.
SANTA ROSA
PETALUMA
CALISTOGA
WALNUT GROVE
ISLETON
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
CHURCHILL
FERNLEY
HAZEN
WYO
HAMILTON
FRUTO
RUMSEY
GALT
JACKSON
SAN ANDREAS

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

June, 1919
J.F.M.

SCALE OF MILES
0 5 10 20 30

REVISED, JAN. 1, 1929.
" JULY 15, 1929.
" JAN. 1, 1930.
" APRIL 1, 1930.
" JAN. 1, 1931.